

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 1, 2006 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: March 7, 2006 – Museum Education Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

SUBCONTRACTS

1. **Advanced Underground Inspection** **Low Bid:** **\$ 45,500**
38657 Webb Drive
Westland, MI 48185

Description of Work: Catch Basin Cleaning

Approval is requested to authorize the Jackson County Road Commission to award a subcontract for catch basin cleaning in Jackson County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from April 1, 2006, through April 1, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for flushing of catch basins and the vacuuming of water and debris from the catch basins along state trunklines in Jackson County.

Benefit: Will provide for proper drainage along the roads.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board pursuant to the requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: If this work is not performed, MDOT will encounter higher maintenance costs for cleaning out underground tiles and road flooding.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48185.

2. **Sanisweep, Inc.** **Low Bid:** **\$ 49,736.08**
0-3450 River Hill Drive NW
Grand Rapids, MI 49534

Description of Work: Street Sweeping

Approval is requested to authorize the Jackson County Road Commission to award a subcontract for labor, equipment, and traffic control for street sweeping in Jackson County. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from April 1, 2006, through April 1, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for street sweeping twice a year with vacuum-type equipment along state trunklines and barrier walls, including debris disposal, in Jackson County.

Benefit: Will provide for proper drainage and clearing of debris along the roads.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board pursuant to the requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: If this work is not performed, MDOT will encounter higher maintenance costs for cleaning out underground tiles resulting in possible road flooding.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49534.

3. **National Industrial Maintenance, Inc.** **Low Bid:** **\$149,550**
4400 Stecker
Dearborn, MI 48126

Description of Work: Curb & Gutter Sweeping

Approval is requested to authorize the Monroe County Road Commission to award a three-year subcontract for curb and gutter sweeping on the state trunklines in Monroe County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from April 1, 2006, through April 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the sweeping of curbs and gutters on state trunklines in Monroe County three times per year. Work includes the pickup and disposal of material.

Benefit: Will provide for a reduction in annual maintenance costs and a safer driving surface for the public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board pursuant to the requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: The curbs and gutters are in need of sweeping to allow proper drainage and safer roads for motorists.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48126.

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| 4. | The Lincoln Company, LLC
75 Monaco Drive
Roselle, IL 60172 | Low Bid:
Eng. Estimate:
% Under/Over Est.: | \$ 50,094
\$ 55,000
- 8.9% |
|----|---|---|---|

Description of Work: Repair of Storm Sewer Pipe and Pavement

Approval is requested to authorize the Berrien County Road Commission to award a subcontract for the repair of 42-inch storm sewer pipe and pavement along a state trunkline in Berrien County. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through April 1, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the repair of the 42-inch storm sewer pipe and pavement at the northeast corner of US-31 at Yore Avenue in Berrien County. Work includes storm sewer grouting to inhibit further settlement and water/sand infiltration.

Benefit: Will provide for a reduction in annual maintenance costs and will inhibit further settlement and water/sand infiltration.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board pursuant to the requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: The storm sewer is in need of repair to inhibit further settlement and water/sand infiltration. Pavement repair will make the road smoother and safer for motorists. Further deterioration of the pavement surface would increase the cost of annual maintenance.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 60172.

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| 5. | Saginaw Asphalt Paving Company
2981 Carrollton Road
Saginaw, MI 48604 | Low Bid:
Eng. Estimate:
% Under/Over Est.: | \$ 72,588
\$ 77,010
- 5.74% |
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Description of Work: Installation of Center Turn Lane

Approval is requested to authorize the Tuscola County Road Commission to award a subcontract for trenching, pavement removal, asphalt paving, and restoration of 1000 feet of M-46 at Chambers Road in Tuscola County for the installation of a center turn lane. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through September 30, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for trenching, pavement removal, asphalt paving, and restoration of M-46 for the installation of a right turn lane at Chambers Road in Tuscola County.

Benefit: Will provide for a safer roadway for the public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board pursuant to the requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: The road is in need of a center turn lane to make it safer for motorists.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 48604.

CONTRACTS

6. ***EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan**
Contract (2006-0089) between MDOT and the City of Fennville is a state infrastructure bank (SIB) loan to assist the City of Fennville in financing transportation infrastructure improvements through the Fennville Street Project. The loan will allow the City of Fennville to reconstruct Fennville Street from South Street to South 58th Street to provide a safer road and promote pedestrian access to the downtown businesses. MDOT will loan \$438,000 at 3 percent interest to the City of Fennville. The contract will be in effect from the date of award through July 1, 2016. Source of Funds: SIB Loan Funds - \$438,000.

This item was previously approved at the February 7, 2006, State Administrative Board meeting. However, the contract expiration date was incorrectly given as January 1, 2016, instead of July 1, 2016.

Purpose/Business Case: To provide an SIB loan to the City of Fennville for the reconstruction of Fennville Street from South Street to South 58th Street.

Benefit: Will provide for a safer road and promote pedestrian access to downtown businesses.

Funding Source: SIB Loan Funds - \$438,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the city does not receive the loan, it will not be able to reconstruct this route for seven to ten years and the cost of maintaining this route will be significant.

Cost Reduction: The loan only covers costs not available from other sources.

Selection: N/A.

New Project Identification: Reconstruction of an existing road.

Zip Code: 49408.

7. ***EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan**
Contract (2006-0164) between MDOT and the City of Sault Ste. Marie is a state infrastructure bank (SIB) loan to assist the City of Sault Ste. Marie in financing transportation infrastructure improvements through the West Portage Avenue Realignment Project. The loan will allow the City of Sault Ste. Marie to realign and reconstruct West Portage Avenue from West Easterday Avenue to the Portage Avenue Bridge over the Edison Sault Power Canal. MDOT will loan \$1,380,000 at 3 percent interest to the City of Sault Ste. Marie. The contract will be in effect from the date of award through September 30, 2010. Source of Funds: SIB Loan Funds - \$1,380,000.

Purpose/Business Case: To provide an SIB loan to the City of Sault Ste. Marie for the realignment and reconstruction of West Portage Avenue from West Easterday Avenue to the Portage Avenue bridge over the Edison Sault Power Canal.

Benefit: Will provide a safe and secure route for pedestrians to and from the U.S. General Services Administration Border Station facility, as well as for Portage Avenue traffic.

Funding Source: SIB Loan Funds - \$1,380,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the City of Sault Ste. Marie does not receive the loan, it may not be able to complete this project for several years.

Cost Reduction: The loan only covers costs not available from other sources.

Selection: N/A.

New Project Identification: Reconstruction and realignment of an existing road.

Zip Code: 49783.

8. *EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan

Contract (2006-0178) between MDOT and the City of Pontiac is a state infrastructure bank (SIB) loan to assist the City of Pontiac in financing transportation infrastructure improvements through the University Drive Project. The loan will allow the City of Pontiac to reconstruct and expand University Drive from Paddock Street to Martin Luther King Jr. Boulevard from two lanes to five lanes to provide needed capacity, appropriate lane width, and a designated center turn lane to improve the safety of the roadway. MDOT will loan \$937,500 at 3 percent interest to the City of Pontiac. The contract will be in effect from the date of award through September 30, 2011. Source of Funds: SIB Loan Funds - \$937,500.

Purpose/Business Case: To provide an SIB loan to the City of Pontiac for the reconstruction and expansion of University Drive from Paddock Street to Martin Luther King Jr. Boulevard to provide for increased roadway capacity and improved safety.

Benefit: Will provide for needed capacity, appropriate lane width, and a designated center turn lane to improve the safety of the roadway and reduce accidents on University Drive.

Funding Source: SIB Loan Funds - \$937,500.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the City of Pontiac does not receive the loan, it will not be able to make the needed roadway safety improvements.

Cost Reduction: The loan will only covers costs not available from other sources.

Selection: N/A.

New Project Identification: Reconstruction and expansion of University Drive.

Zip Code: 48342.

9. *EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan

Contract (2006-0180) between MDOT and the Alcona County Road Commission (ACRC) is a state infrastructure bank (SIB) loan to assist ACRC in financing transportation infrastructure improvements through the Ritchie Road Project. The loan will allow ACRC to reconstruct the existing road surface that has failed in many areas from Hubbard Lake Road to the village of Lincoln. MDOT will loan \$1,000,000 at 3 percent interest to ACRC. The contract will be in effect from the date of award through September 30, 2010. Source of Funds: SIB Loan Funds - \$1,000,000.

Purpose/Business Case: To provide an SIB loan to the Alcona County Road Commission for the reconstruction of Ritchie Road from Hubbard Lake Road to the village of Lincoln.

Benefit: Will provide a safe route for travelers through improved road quality, paved shoulders, pavement markings, signing, and improved sight distance at hills, curves, and intersections.

Funding Source: SIB Loan Funds - \$1,000,000.

Commitment Level: Contract is for a fixed amount.

Risk Assessment: If the Alcona County Road Commission does not receive the loan, the project may be delayed due to funding constraints.

Cost Reduction: The loan only covers costs not available from other sources.

Selection: N/A.

New Project Identification: This is not a new project; reconstruction and realignment of an existing road.

Zip Code: 48742.

10. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0810) between MDOT and Lake State Railway Company, dated July 5, 1994, will provide for improvements under job number 86739 to a crossing of Lake State Railway Company at M-61 in the city of Standish, Arenac County. The improvements will include the installation, setup, and removal of temporary warning signals near the crossing for shifted vehicle traffic due to roadway reconstruction project.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$ 50,000</u>
Total Funds	<u>\$ 50,000</u>

MRR 06021 - 86739

Railroad Force Account Work

Purpose/Business Case: To provide traffic control at the railroad crossing for roadway project construction staging.

Benefit: Enhanced safety in construction work zone.

Funding Source: State Restricted Trunkline Funds.

Commitment Level: 100% state; based on railroad estimate.

Risk Assessment: Increased probability of vehicle/train collisions due to insufficient warning devices.

Cost Reduction: Improvements are on railroad property, and Lake State Railway Company is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49331.

11. HIGHWAYS - IDS University Research Services

Authorization (Z10) under Contract (2002-0546) between MDOT and Wayne State University will provide for the investigation of design issues related to the continuous for live load (CLL) link slab deck system. The project will respond to the concerns of designers with regard to the design of specific components and field evaluation of a limited number of bridges constructed with the CLL link slab deck system. The authorization will be in effect from the date of award through two years. The authorization amount will be \$225,131.79. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To investigate the design issues related to the CLL link slab deck system. The project will respond to the concerns of designers with regard to the design of specific components and field evaluation of a limited number of bridges constructed with the CLL link slab deck system. Assessment of performance of CLL decks with link-slab will be by field assessment and analytical modeling and analysis.

Benefit: This research will provide ideas for improvements to the current design procedures for link slab sliding backwall, integral abutment, and bearings.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this service would result in continued maintenance of bridge decks at abutments and piers unless a root cause solution is found and effective treatments are instituted.

Cost Reduction: Costs in professional services contracts are based on an actual cost not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new research project.

Zip Code: 48909.

12. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z3/R3) under Contract (2002-0686) between MDOT and HH Engineering, Ltd., will provide for the performance of additional design services for approach work, drainage modifications, and guardrail replacements/upgrades along the I-75 corridor and will increase the authorization amount by \$130,766.02. The original authorization provides for the performance of design services for approach work, drainage modifications, and guardrail replacements/upgrades along the I-75 corridor in the city of Detroit, Wayne County (CS 82251, 82252 – JN 59297C). The authorization term remains unchanged, May 9, 2003, through September 20, 2007. The revised authorization amount will be \$336,216.03. The contract term is September 20, 2002, through September 20, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services for approach work, drainage modifications, and guardrail replacements/upgrades along the I-75 corridor in the city of Detroit.

Benefit: Will provide for a safer roadway along the I-75 corridor.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the proposed revision, safety cannot be improved and federal participation will be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48226.

13. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z15/R1) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional design services and will increase the authorization amount by \$35,452.68. The additional services will include designing the bridge deck replacement to achieve an adequate stopping sight distance for 30 miles per hour (mph) design and posted speed at the I-94/Lonyo Road interchange. The original authorization provides for a geometric and capacity analysis, maintaining traffic plans, signal plans, and a crash analysis at the I-94/Lonyo Road interchange in Wayne County (CS 82023 – JN 80006D). Crash data will be provided to MDOT. The authorization term remains unchanged, September 14, 2004, through April 20, 2007. The revised authorization amount will be \$213,588.94. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services, including designing the bridge deck replacement to achieve an adequate stopping sight distance for 30 mph design and posted speed at the I-94/Lonyo Road interchange.

Benefit: The improved stopping sight distance will make a safer roadway.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however the number of hours to perform this work has been estimated.

Risk Assessment: Not adjusting the stopping sight distance would pose safety issues for motorists.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.
Selection: N/A for revision; qualifications-based for original authorization.
New Project Identification: This not a new project.
Zip Code: 48209.

14. HIGHWAYS – IDS Engineering Services

Authorization (Z18) under Contract (2004-0571) between MDOT and Alfred Benesch & Company will provide for bridge design services to be performed for the reconstruction and rehabilitation of four bridges (S04, S05 of 77023 and S01, S16 of 77111) on I-69 and I-94 in St. Clair County (CS 77023, 77111 – JN 79544D). The work items will include survey work, geotechnical engineering, and maintenance of traffic plans and provisions. The authorization will be in effect from the date of award through September 9, 2007. The authorization amount will be \$217,266.68. The contract term is September 9, 2004, through September 9, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the reconstruction and rehabilitation of four bridges (S04, S05 of 77023 and S01, S16 of 77111) on I-69 and I-94 in St. Clair County. The intent of this project is to preserve the life of the existing structures and to reconstruct the structures where repair options are not feasible.

Benefit: This project will enhance the safety of the public traveling on or beneath these structures.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Poor elements on these structures, if not replaced now, could result in functional failure.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

15. HIGHWAYS – IDS Engineering Services

Authorization (Z19) under Contract (2004-0571) between MDOT and Alfred Benesch & Company will provide for bridge design services to be performed for the reconstruction and rehabilitation of four bridges (S15, S17, S18-3, and S18-4) on I-69 and I-94 in St. Clair County (CS 77111 – JN 79545D). The work items will include survey work, geotechnical engineering, and maintenance of traffic plans and provisions. The authorization will be in effect from the date of award through September 9, 2007. The authorization amount will be \$764,125.64. The contract term is September 9, 2004, through September 9, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the reconstruction and rehabilitation of four bridges (S15, S17, S18-3, and S18-4) on I-69 and I-94 in St. Clair County. The intent of this project is to preserve the life of the existing structures and to reconstruct the structures where repair options are not feasible.

Benefit: This project will enhance the safety of the public traveling on or beneath these structures.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Poor elements on these structures, if not replaced now, could result in functional failure.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

16. HIGHWAYS – IDS Engineering Services

Authorization (Z20) under Contract (2004-0571) between MDOT and Alfred Benesch & Company will provide for bridge design services to be performed for the reconstruction and rehabilitation of two bridges (S02 and S03) on I-69 and I-94 in St. Clair County (CS 77111 – JN 79051D). The work items will include survey work, geotechnical engineering, and maintenance of traffic plans and provisions. The authorization will be in effect from the date of award through September 9, 2007. The authorization amount will be \$103,175.80. The contract term is September 9, 2004, through September 9, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the reconstruction and rehabilitation of two bridges (S02 and S03) on I-69 and I-94 in St. Clair County. The intent of this project is to preserve the life of the existing structures and to reconstruct the structures where repair options are not feasible.

Benefit: This project will enhance the safety of the public traveling on or beneath these structures.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Poor elements on these structures, if not replaced now, could result in functional failure.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48060.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2005-0050) between MDOT and Surveying Solutions, Inc., will provide for construction staking services for the reconstruction of the M-81/I-75 interchange, Buena Vista Township, Saginaw County (CS 73111 - JN 77903A). The work items include surveying and staking, project administration, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 1, 2008. The authorization amount will be \$105,645.78. The contract term is February 1, 2005, through February 1, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for construction staking services for the reconstruction of the M-81/I-75 interchange.

Benefit: This project will help maintain a safe, timely, and efficient progression of construction in order to complete the project with the required design and construction specifications.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this authorization, the construction project will have increased safety risks, project delays, and difficulty in meeting the design and construction specifications.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2005-0109) between MDOT and CH2M Hill Michigan Inc., will provide for the preliminary and final scoping for the FY 2009 Safety Program within the Metro Region (CS 84917 - JN 86605). The work items include the review of existing project information, field reviews, and the preparation of geometric plan sheets, typical cross sections, cost estimates, and a project scoping report. The authorization will be in effect from the date of award through April 8, 2008. The authorization amount will be \$121,250.18. The contract term is April 8, 2005, through April 8, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the preliminary and final scoping for the FY 2009 Safety Program within the Metro Region (CS 84917 - JN 86605). The work items include the review of existing project information, field reviews, and the preparation of geometric plan sheets, typical cross sections, cost estimates, and a project scoping report.

Benefit: Will provide for improved safety of the roadway and reduce the number of crashes and fatalities within the Metro Region.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing/awarding this project could result in not keeping with the Michigan goal of reducing fatalities to 1.0 per million vehicle miles traveled by 2008.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

19. HIGHWAYS – IDS Engineering Services

Authorization (Z20) under Contract (2005-0262) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for as-needed office technician services to be performed in Kent and Ottawa Counties (CSs various – JNs various). The work will include the preparation of project records and documentation for assigned projects. The authorization will be in effect from the date of award through June 14, 2008. The authorization amount will be \$214,203.91. The contract term is June 14, 2005, through June 14, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed office technician services to be performed in Kent and Ottawa Counties. The work will include the preparation of project records and documentation for assigned projects.

Benefit: Will ensure that project documentation for the construction projects is up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving these as-needed construction office technician services is that the Grand Rapids TSC will not have adequate office support to handle the project documentation, which could result in substandard work and loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: Qualifications-based.
New Project Identification: This is not a new project.
Zip Code: 49504.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2006-0082) between MDOT and Bergmann Associates will provide for design services to be performed for road scoping work along M-21, M-52, M-71, M-43, and Old M-78 in Ingham and Shiawassee Counties (CS 84916 - JN 86027). The work items include site reviews, analysis of findings, and report preparation. The authorization will be in effect from the date of award through December 20, 2008. The authorization amount will be \$264,126.16. The contract term is December 21, 2005, through December 20, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for road scoping work along M-21, M-52, M-71, M-43, and Old M-78 in Ingham and Shiawassee Counties.

Benefit: Authorizing this service will enable MDOT to identify and estimate all work needed to accurately improve the pavement ride, condition, and safety of the roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this service could result in continued deterioration of existing pavement, resulting in a poor ride for motorists, and a failure to meet the statewide condition goals.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48867.

21. HIGHWAYS – IDS Engineering Services

Authorization (Z5) under Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for Intelligent Transportation System (ITS) control room operations services to be performed at the Grand Rapids ITS control room for the improvement of freeway operations in the Grand Region. The services will include incident management and the provision of advanced traveler information. The authorization will be in effect from the date of award through February 13, 2009. The authorization amount will be \$499,128.34. The contract term is February 14, 2006, through February 13, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide a range of data and services to internal and external stakeholders to improve freeway operations through incident management and advanced traveler information.

Benefit: Will provide for personnel to monitor and operate the ITS equipment in the Grand Region control room during peak traffic hours and provide traffic analysis and recommendations for improving freeway operations in the region. This will provide for a constant flow of information to internal and external users of the transportation system.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the requested services are not authorized, operation of the ITS equipment will be sporadic and reactive. Traveler information will be less timely, and traffic conditions in the greater Grand Rapids area may deteriorate.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49504.

22. HIGHWAYS - IDS Engineering Services

Contract (2006-0179) between MDOT and Earl Engineering Services will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

23. HIGHWAYS - IDS Engineering Services

Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

24. HIGHWAYS – IDS Engineering Services

Authorization (Z1) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed inspection and testing services to be performed for the Bay Region's 2006 hot mix asphalt (HMA) program in various locations throughout the thirteen counties in the Bay Region (CS various – JN various). The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services contract. The authorization amount will be \$342,802.63. The contract will be in effect from the date of award through three years. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Bay Region's 2006 HMA program (CS various – JN various). The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for construction engineering services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

25. HIGHWAYS - IDS Engineering Services

Contract (2006-0182) between MDOT and Somat Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

26. HIGHWAYS - IDS Engineering Services

Contract (2006-0183) between MDOT and Spicer Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

27. *HIGHWAYS – Design Services

Contract (2006-0208) between MDOT and Alfred Benesch & Company will provide for road and bridge design services to be performed on I-196 at the Baldwin Avenue interchange, and from the Kent/Ottawa County line east to Chicago Drive, Kent County (CS 41029 – JN 46274C, 75069C). The purpose of this project is to enhance traffic mobility along I-196 between the eastern portion of Ottawa County and the Grand Rapids metropolitan area. New entrance and exit ramps will allow traffic to avoid busy railroad crossings that the current ramps cross and facilitate a faster and safer flow of traffic. The work items include complex urban freeway design, complex bridge design, road design surveys, bridge structure surveys, hydraulic surveys, right-of-way surveys, geotechnical engineering, municipal utilities design, hydraulic design, maintaining traffic plans and provisions, pavement marking plans, permanent freeway and non-freeway traffic signing plans, and traffic signal design. The contract will be in effect from the date of award through October 1, 2008. The contract amount will be \$2,961,564.69. Source of Funds: 77.79% Federal Highway Administration Funds and 22.21% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for complete road and bridge design services to be performed on I-196 at the Baldwin Avenue interchange and from the Kent/Ottawa County line east to Chicago Drive, Kent County. This project will enhance traffic mobility and improve safety by allowing entrance and exit traffic to avoid railroad crossings throughout the area. Currently traffic may only enter or exit by crossing railroad tracks in many spots. This design project is the first part of the overall project and will leverage \$20 million in federal earmarked funds assigned to this project.

Benefit: New ramps will relieve significant general congestion. The ramps, along with other enhanced traffic operations, will reduce traffic back-ups onto I-196. Vital access to the Grand Rapids metropolitan area will be better maintained and access for emergency vehicles will be improved.

Funding Source: 77.79% Federal Highway Administration Funds and 22.21% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in the loss of \$20 million in federal earmarked funds assigned to this project. Additionally, traffic conditions and access will continue to deteriorate, increasing congestion and safety risks.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: The ramps will be new; the remainder will be rehabilitation and improvements.

Zip Code: 49418.

28. HIGHWAYS – IDS University Research Services

Contract (2006-0217) between MDOT and Michigan Technological University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has expired, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS – IDS University Research Services

Contract (2006-0220) between MDOT and Wayne State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has expired, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. HIGHWAYS – IDS University Research Services

Contract (2006-0221) between MDOT and Western Michigan University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has expired, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

31. HIGHWAYS – IDS University Research Services

Contract (2006-0222) between MDOT and Michigan State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has expired, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

32. HIGHWAYS - IDS Engineering Services

Contract (2006-0224) between MDOT and Professional Service Industries, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

33. HIGHWAYS – IDS Engineering Services

Authorization (Z1) under Contract (2006-0224) between MDOT and Professional Service Industries, Inc., will provide for as-needed inspection and testing services to be performed for the Bay Region's 2006 hot mix asphalt (HMA) program in various locations throughout the thirteen counties in the Bay Region (CS various – JN various). The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services contract. The authorization amount will be \$274,550.97. The contract will be in effect from the date of award through three years. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Bay Region's 2006 HMA program (CS various – JN various). The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for construction engineering services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48601.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2006-5033) between MDOT and the Isabella County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Bluegrass Road from Mission Road (Highway US-127 business route) to Isabella Road.

Estimated Funds:

State Restricted TED Funds	\$ 375,000
Isabella County Road Commission Funds	\$ 908,000
Total Funds	<u>\$1,283,000</u>

EDF 37566 - 86787

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Isabella County Road Commission Funds.

Commitment Level: 30% state up to \$375,000 and the balance by Isabella County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48858.

35. HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2006-0223) between MDOT and the City of Farmington Hills will provide for state trunkline maintenance services to be performed on state trunklines within the city of Farmington Hills. The contract will be in effect from April 1, 2006, through September 30, 2009.

P.A. 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local unit of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

This contract is on a cost reimbursement basis, subject to final audits to actual costs. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for routine maintenance services to be performed on state trunklines in the city of Farmington Hills.

Benefit: This contract will provide for the most cost-effective and efficient way of delivering essential maintenance services to the city.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board pursuant to the requirements of State Administrative Board Resolution (2005-2).

Risk Assessment: The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance may result in an unsafe travel environment.

Cost Reduction: The work plan developed for this contract will be monitored closely on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This contract will provide for the performance of routine maintenance services.

Zip Code: 48336.

36. *HIGHWAYS (Real Estate) - Right-of-Way Lease

Retroactive Contract (2006-0176) between MDOT and Ammex Tax and Duty Free Shops, Inc., is a lease contract that will provide for access to the eastbound ramp from the Blue Water Bridge Plaza for the operation of the duty free facility in the city of Port Huron, Michigan (35 days retroactive). MDOT will receive 17 percent of the gross sales of all merchandise from the Ammex Tax and Duty Free Shops, Inc., Port Huron store(s) as rent. The contract will be in effect from February 1, 2006, through January 31, 2007. This is a revenue contract; MDOT will be paid an estimated \$1,000,000.

This contract is retroactive due to unexpected delays of appraisals that were needed to determine the license rate. The previous contract expired on January 31, 2006, and MDOT was working to appraise the value of the right-of-way license for new contractual terms.

Purpose/Business Care: To provide the licensee with a break in limited access right-of-way to the Blue Water Bridge Plaza, in Port Huron, Michigan, for the purpose of operating the Ammex Tax and Duty Free Shops, Inc., store.

Benefit: MDOT benefits by utilizing its property and generating revenue. The State of Michigan will receive approximately one million dollars in revenue for the term of this license.

Funding Source: N/A - revenue generating.

Commitment Level: License rate was determined by contract appraisal.

Risk Assessment: Not approving this lease will result in a loss of revenue to the State of Michigan in the amount of approximately one million dollars.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48060.

37. HIGHWAYS (Real Estate) - Mapping Services
Contract (2006-0184) between MDOT and Wilcox Professional Services, LLC, will provide for the update of the Oakland County map book for the Real Estate Support Area. The update will include transferring the original hand-drawn maps into electronic format and incorporating all additional right-of-way takes and sales of excess properties. The contract will be in effect from the date of the award through September 30, 2006. The contract amount will be \$192,216. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Purpose/Benefit Case:** To provide for the updates of the right-of-way maps and the transfer to electronic format.
Benefit: Will provide current information and electronic access.
Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
Commitment Level: The costs are fixed.
Risk Assessment: Incorrect information could be provided, which could result in encroachments and project delays.
Cost Reduction: Updated information provides for more efficient planning of highways and electronic format provides quick access.
Selection: Low bid.
New Project Identification: Mapping all counties in the state is an ongoing project.
Zip Codes: 48341.
38. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2006-0190) between MDOT and Kal-Creek Appraisers, LC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
39. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2006-0191) between MDOT and Andrew Reed & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
40. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2006-0192) between MDOT and Appraisal Associates of Marquette will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

41. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2006-0194) between MDOT and Coleman Engineering, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
42. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2006-0195) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
43. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2006-0196) between MDOT and Conway MacKenzie & Dunleavy will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
44. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2006-0197) between MDOT and Earth Data-Towill of Michigan, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
45. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2006-0198) between MDOT and Seaton Appraisal Associates will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

46. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2006-0199) between MDOT and Steven J. Petrucci will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
47. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2006-0200) between MDOT and Wayland E. Babbitt will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
48. MULTI-MODAL – Railroad Force Account Work
Authorization (79012-86918) under Master Agreement (94-1047), dated July 11, 1994, between MDOT and Huron & Eastern Railway Company, Inc., will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of Gilford Road in Tuscola County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Tuscola County Road Commission and approved on November 28, 2005. The cost of the project is estimated at \$163,682.69. Source of Funds: Federal Highway Administration Funds- \$130,946.15; FY 2006 State Restricted Trunkline Funds- \$32,736.54.

Purpose/Business Case: To provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of Gilford Road in Tuscola County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Tuscola County Road Commission, Huron & Eastern, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds- \$130,946.15; FY 2006 State Restricted Trunkline Funds- \$32,736.54.

Commitment Level: The authorization amount is based on Huron & Eastern's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

Cost Reduction: The work will be performed by Huron & Eastern on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Huron & Eastern and the Tuscola County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48757.

49. *MULTI-MODAL – Renew/Extend, Reduce Scope and Amount

Renewal and Amendatory Contract (98-0901/A2) between MDOT and Arch, Inc., will renew the contract and extend the contract term, will reduce the number of transit vehicles in the contract by three, and will reduce the contract amount by \$196,078. The three transit vehicles will be reassigned to the St. Joseph County Transportation Authority (SJCTA) under MDOT Contract (2006-0121). This reassignment of vehicles is supported through local agency agreement to enable SJCTA to provide consolidated transportation services in St. Joseph County. The renewal/extension will allow the transfer of the vehicles to be completed; the original contract expired on September 2, 2001. The original contract provided state matching funds for the Arch, Inc., FY 1998 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised contract term will be from September 3, 1998, through September 2, 2001, and from the date of award of this renewal/amendment until the last obligation between the parties has been fulfilled. The revised contract amount will be \$22,702. No costs will be incurred between the expiration of the original contract and the date of award of this renewal/amendment. Source of Funds: Federal Transit Administration (FTA) Funds - \$18,162; FY 1998 State Restricted Comprehensive Transportation Funds - \$4,540.

Purpose/Business Case: To provide for renewal and time extension and for a reduction in funding as a result of the reassignment of three transit vehicles to the SJCTA.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$18,162; FY 1998 State Restricted Comprehensive Transportation Funds - \$4,540.

Commitment Level: The contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that the vehicles will not be transferred to the new agency, and transit services will not be provided as planned.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49093.

50. *MULTI-MODAL - Novate, Renew/Extend, Reduce Scope and Amount

Renewal and Amendatory Contract (99-0738/A1) between MDOT, Arch, Inc., and Arch Workshop, Inc., will provide for the reassignment of contract responsibilities and equipment from Arch Workshop, Inc., to Arch, Inc., will renew the contract and extend the contract term, will reduce the number of transit vehicles in the contract by four, and will reduce the contract amount by \$169,074. The four transit vehicles will be reassigned to the St. Joseph County Transportation Authority (SJCTA) under MDOT Contract (2006-0122). This reassignment of vehicles is supported through local agreement to enable SJCTA to provide consolidated transportation services in St. Joseph County. The renewal and extension will allow the transfer of the vehicles to be completed; the original contract expired on September 12, 2002. The original contract provided state matching funds for Arch Workshop's FY 1999 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised contract term will be from September 13, 1999, through September 12, 2002, and from the date of award of this renewal/amendment until the last obligation between the parties has been fulfilled. The revised contract amount will be \$92,906. No costs will be incurred between the expiration of the original contract and the date of award of this renewal/amendment. Source of Funds: Federal Transit Administration (FTA) Funds - \$74,325; FY 2000 State Restricted Comprehensive Transportation Funds - \$18,581.

Purpose/Business Case: To provide for renewal and time extension and for a reduction in funding as a result of the reassignment of four transit vehicles to SJCTA.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$74,325; FY 2000 State Restricted Comprehensive Transportation Funds - \$18,581.

Commitment Level: The contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is that the vehicles will not be transferred to the new agency, and transit services will not be provided as planned.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49093.

51. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0845/A3) between MDOT and the Blue Water Area Transportation Commission (BWATC), in St. Clair County, will extend the contract term by two years to allow BWATC sufficient time to complete the purchase of additional buses and related parts. Until the construction of a new facility is completed, BWATC does not have any storage space available to house the additional buses or related parts funded under this contract. The new facility construction was delayed as BWATC had difficulty locating a suitable parcel of land for construction of the new facility. They identified and purchased a parcel in October 2004. BWATC also delayed construction until sufficient funding to complete the project was secured. They received the final amount of funding required with a FY 2006 federal earmark, and broke ground for the new facility in December 2005. The facility should be completed in 2007. BWATC will order the additional buses and related parts when the facility is closer to completion. The original contract provides state matching funds for BWATC's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grant and FY 2000 Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised contract term will be April 25, 2001, through April 24, 2008. The contract amount remains unchanged at \$661,870. Source of Funds: Federal Transit Administration (FTA) Funds - \$529,496; FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$132,374.

Purpose/Business Case: To provide a two-year time extension to allow BWATC sufficient time to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$529,496; FY 2001 and FY 2002 State Restricted Comprehensive Transportation Funds - \$132,374.

Commitment Level: The contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48060.

52. MULTI-MODAL - Section 3037 Job Access and Reverse Commute Program

Project Authorization (Z24) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2005 Federal Section 3037 Job Access and Reverse Commute Program grant. This program provides assistance for work-related transportation services for residents in the Detroit area and provides for the purchase of communication equipment and vans. The authorization will be in effect from December 14, 2005, through December 13, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,469,136. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,734,568; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,734,568.

Purpose/Business Case: To provide state matching funds for DDOT's FY 2005 Federal Section 3037 Job Access and Reverse Commute Program grant for operating assistance for work-related transportation services for residents in the Detroit area, as well as for the purchase of communication equipment and vans.

Benefit: Increased public safety through improved transportation services and infrastructure.

Funding Source: FTA Funds - \$1,734,568; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,734,568.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48207.

53. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z19/R1) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will increase the authorization amount by \$1,293,939 due to an increase in the federal award. The additional funding will be used for the bus terminal construction project. The original authorization provides state matching funds for the City's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, August 5, 2005, through August 4, 2008. The revised authorization amount will be \$3,721,910. An increase in toll credits in the amount of \$5,405 will be used for communication equipment. The revised toll credit amount will be \$15,548. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,993,076; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$728,834.

Purpose/Business Case: To provide for an increase of \$1,293,939 due to an increase in the federal award for the City's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The additional funding will be used for the bus terminal construction project, and an increase in toll credits of \$5,405 will be used for communication equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$2,993,076; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$728,834.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49007.

54. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z9/R1) under Master Agreement (2002-0085) between MDOT and the Schoolcraft County Board of Commissioners will add a line item for facility construction, eliminate the radio purchase line item, and transfer the funding to the new line item. This revision will allow the County to use these funds, in combination with other grant funds, to assist in covering a funding shortage for the new transit facility. The radio project may be reinstated at a future date. The original authorization provides state matching funds for County's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program grant. The Rural Task Force has approved this revision. The authorization term remains unchanged, September 14, 2004, through September 13, 2007. The authorization amount remains unchanged at \$43,750. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$35,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$8,750.

Purpose/Business Case: To provide funding for facility construction by eliminating the radio purchase line item and transferring the funds to the new facility construction line item.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$35,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$8,750

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a revision to an existing project.

Zip Code: 49829.

55. MULTI-MODAL - Section 3037 Job Access and Reverse Commute Program

Project Authorization (Z35) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transportation services in Macomb, Wayne, Oakland, and Monroe Counties, will provide state matching funds for SMART's FY 2005 Federal Section 3037 Job Access and Reverse Commute Program grant. This program provides operating assistance for work-related transportation for the North Oakland Transportation Authority. The authorization will be in effect from May 9, 2005, through May 8, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$297,354. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$148,677; FY 2006 State Restricted Comprehensive Transportation Funds - \$148,677.

Purpose/Business Case: To provide state matching funds for SMART's FY 2005 Federal Section 3037 Job Access and Reverse Commute Program grant for operating assistance for work-related transportation services for the North Oakland Transportation Authority.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$148,677; FY 2006 State Restricted Comprehensive Transportation Funds - \$148,677.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

56. ***MULTI-MODAL - Renewal/Extension of Project Completion Period**

Amendatory Contract (2004-0240/A2) between MDOT and T&M Partners, LLC, and Depot Enterprise, LLC, will renew and extend the project completion period by one year to allow the companies sufficient time to complete the project. The project has been delayed because companies have been unable to provide the required 50 percent local share because of slow economic conditions. The original contract provides financial assistance in the form of a loan for the construction of a 2,700-foot railroad spur to serve the Depot Enterprise, LLC, facility. The revised project completion period will be from July 16, 2004, through January 15, 2006, and from the date of award of this amendment through one year. No costs will be incurred between the expiration of the original project completion period and the date of award of this amendment. The contract term remains unchanged, from July 16, 2004, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan is fully repaid, whichever is earlier. The estimated project amount remains unchanged at \$322,675. MDOT's loan is \$161,337.50 or up to 50 percent of the project cost, whichever is less. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$161,337.50; T&M Partners, LLC, and Depot Enterprise, LLC, Funds - \$161,337.50.

Purpose/Business Case: To extend the project completion period to allow sufficient time for the project to be completed.

Benefit: Will provide for additional time needed for completion of the construction phase of this project. When completed, the project will allow for lower freight costs. The benefits to the public will be the reduction of truck traffic, improved safety along the state's roadways, and the creation of three new positions within the City of Wayland.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$161,337.50; T&M Partners LLC and Depot Enterprise LLC Funds - \$161,337.50.

Commitment Level: The contract is based on an estimate from the applicant and serving carrier.

Risk Assessment: The risk of not awarding this amendment is that the railroad spur track may not be completed as planned, and the economic and other benefits may not be realized.

Cost Reduction: The project work will be competitively bid, and will be awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49315.

57. *MULTI-MODAL - Renewal/Extension of Project Completion Period

Amendatory Contract (2004-0339/A1) between MDOT and Global Engine Asset Company, LLC (GEAC), will renew and extend the project completion period by approximately three months to provide sufficient time for GEAC to complete the project. The back-order of signalization and safety equipment, which will need to be installed, has delayed final inspection and project completion. The original contract provides financial assistance in the form of a loan for the construction of a 2,470-foot railroad spur and the installation of signalization and safety devices to serve the Global Engine Manufacturing Alliance facility in the village of Dundee, Monroe County. The revised project completion period will be from August 2, 2004, through August 1, 2005, and from the date of award of this amendment through June 1, 2006. No costs will be incurred between the expiration of the original project completion period and the date of award of this amendment. The contract term remains unchanged, from August 2, 2004, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan is fully repaid, whichever is earlier. The estimated project amount remains unchanged at \$1,059,422. MDOT's loan is \$529,711 or up to 50 percent of the project cost, whichever is less. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$529,711; GEAC Funds - \$529,711.

Purpose/Business Case: To extend the project completion period to allow sufficient time for project completion.

Benefit: Will provide additional time needed for completion of the project, which will provide GEMA with rail access into the newly-constructed engine plant. This project will bring additional money into the local economy for lodging, meals, and other costs during the construction phase. The long-term benefit will be the creation of 700 new jobs, along with related economic spin-offs.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$529,711; GEAC Funds - \$529,711.

Commitment Level: The contract is based on an estimate from the applicant and serving carrier.

Risk Assessment: If this amendment is not awarded, the project may not be completed, expected new jobs may be lost, truck traffic may increase along area highways, and higher shipping costs may be passed on to consumers.

Cost Reduction: Project was competitively bid and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48131.

58. *MULTI-MODAL – Section 5310 Program

Contract (2006-0121) between MDOT and the St. Joseph County Transportation Authority (SJCTA) will provide for the reassignment of three transit vehicles from Arch, Inc., to SJCTA to enable SJCTA to provide consolidated transportation services in St. Joseph County, as supported by local agreement. Funding for the vehicles was provided under the FY 1999 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$196,078. Source of Funds: Federal Transit Administration (FTA) Funds - \$156,862; FY 2000 State Restricted Comprehensive Transportation Funds - \$39,216.

Purpose/Business Case: To provide for the reassignment of three vehicles from Arch, Inc., to SJCTA.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$156,862; FY 1998 and FY 2000 State Restricted Comprehensive Transportation Funds - \$39,216.

Commitment Level: Contract amount is based on the amount paid for the vehicles being reassigned.

Risk Assessment: The risk of not approving this contract is that the vehicles will not be transferred to the appropriate agency, and the transit service may not be provided.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49091.

59. ***MULTI-MODAL – Section 5310 Program**

Contract (2006-0122) between MDOT and the St. Joseph County Transportation Authority (SJCTA) will provide for the reassignment of four transit vehicles from Arch, Inc., to SJCTA to enable SJCTA to provide consolidated transportation services in St. Joseph County, as supported by local agreement. Funding for the vehicles was provided under the FY 1999 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The contract amount will be \$169,074. Source of Funds: Federal Transit Administration (FTA) Funds - \$135,259; FY 2000 State Restricted Comprehensive Transportation Funds - \$33,815.

Purpose/Business Case: To provide for the reassignment of four vehicles from Arch, Inc., to SJCTA.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$135,259; FY 2000 State Restricted Comprehensive Transportation Funds - \$33,815.

Commitment Level: Contract amount is based on the amount paid for the vehicles being reassigned.

Risk Assessment: The risk of not approving this contract is that the vehicles will not be transferred to the appropriate agency, and the transit service may not be provided.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49091.

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60. ***MULTI-MODAL (Aeronautics) - Increase Services and Amount**

Amendatory Contract (2004-0346/A3) between MDOT and the Oceana County Board of Commissioners will add revisions to the airport layout plan (ALP) to the project and will increase the contract amount by \$2,554. The original contract provides for the construction of taxi streets and the update of the ALP at the Oceana County Airport in Hart, Michigan. The term of the contract remains unchanged, July 8, 2004, through July 7, 2024. The revised contract amount will be \$123,154. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$108,540	\$2,299	\$110,839
Oceana County Funds	<u>\$ 12,060</u>	<u>\$ 255</u>	<u>\$ 12,315</u>
Total	<u>\$120,600</u>	<u>\$2,554</u>	<u>\$123,154</u>

Purpose/Business Case: To increase the amount by \$2,554 to allow for revisions to the ALP. The ALP needs to address the removal of obstructions (trees). In addition, it needs to reflect the current condition of the approaches as well as the runway orientation.

Benefit: Will comply with Federal Aviation Administration standards and requirements.

Funding Source: State Restricted Aeronautics Funds - \$110,839; Oceana County Funds - \$12,315; Contract Total - \$123,154.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not awarded, the airport will not be in compliance with federal requirements.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49420.

61. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2006-0185) between MDOT and the Roscommon County Board of Commissioners will provide federal and state grant funds for design engineering services for the replacement of the precision approach path indicator (PAPI) and the runway end identifier lights (REIL) at the Roscommon County Airport in Houghton Lake, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$12,000. Source of Funds: FAA Funds (via block grant) - \$9,600; State Restricted Aeronautics Funds - \$2,100; Roscommon County Funds - \$300.

Purpose/Business Case: To provide for the development of the engineering plans for the replacement of the PAPI and REIL.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$9,600; State Restricted Aeronautics Funds - \$2,100; Roscommon County Funds - \$300; Contract Total - \$12,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is for the replacement of existing facilities.

Zip Code: 48629.

62. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2006-0186) between MDOT and the Township of Grosse Ile will provide federal and state grant funds for the design of the Round Island easement acquisition, tree survey, and tree clearing at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$7,000. Source of Funds: FAA Funds (via block grant) - \$5,600; State Restricted Aeronautics Funds - \$1,225; Township of Grosse Ile Funds - \$175.

Purpose/Business Case: To provide for the development of the engineering plans for the Round Island easement acquisition, tree survey, and tree clearing.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$5,600; State Restricted Aeronautics Funds - \$1,225; Township of Grosse Ile Funds - \$175; Contract Total - \$7,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48138.

63. MULTI-MODAL (Aeronautics) - Design of Taxiway Rehabilitation

Contract (2006-0187) between MDOT and the St. Clair County Board of Commissioners will provide federal and state grant funds for design engineering services for the rehabilitation of taxiway C at the St. Clair County International Airport in Port Huron, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$31,000. Source of Funds: FAA Funds (via block grant) - \$24,800; State Restricted Aeronautics Funds - \$5,425; St. Clair County Funds - \$775.

Purpose/Business Case: To provide for the development of the engineering plans for the rehabilitation of taxiway C.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$24,800; State Restricted Aeronautics Funds - \$5,425; St. Clair County Funds - \$775; Contract Total - \$31,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is for rehabilitation of an existing facility.

Zip Code: 48074.

64. MULTI-MODAL (Aeronautics) - Fencing

Contract (2006-0188) between MDOT and the City of Monroe will provide state grant funds for the design and construction of fencing at the Monroe Custer Airport in Monroe, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$271,596. Source of Funds: State Restricted Aeronautics Funds - \$222,476; City of Monroe Funds - \$49,120.

Purpose/Business Case: To provide for the development of the engineering plans and for the installation of perimeter fencing at the Monroe Custer Airport.

Benefit: Will provide a design that meets all federal and state safety and airport design standards. The installation of the fence will provide security for the airport by keeping people off the property who should not be on it. It will make it safer for both the airport and the general public.

Funding Source: State Restricted Aeronautics Funds - \$222,476; City of Monroe Funds - \$49,120; Contract Total - \$271,596.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions. The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48161.

65. *MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements

Memorandum of Understanding (MOU) (2006-0193) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal and state grant funds for the design and construction of the terminal building expansion (phase I) and a new electrical vault at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through twenty years to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$296,563. Source of Funds: FAA Funds (via block grant) - \$237,250; State Restricted Aeronautics Funds - \$59,313.

Purpose/Business Case: To provide for the development of the engineering plans and the construction for the expansion of the terminal building and a new electrical vault.

Benefit: The development of the engineering plans will provide a design that meets all federal and state safety and airport design standards. The expansion of the existing terminal building is necessary to better accommodate passengers, baggage and cargo, and traffic flow at the airport. The expansion will include relocating the electrical vault outside the terminal building to better utilize the space within the terminal.

Funding Source: FAA Funds (via block grant) - \$237,250; State Restricted Aeronautics Funds - \$59,313; MOU Total - \$296,563.

Commitment Level: The MOU is for a fixed cost.

Risk Assessment: If the MOU is not awarded, the project may not proceed as planned, as the MISPC cannot afford the cost without federal and state participation.

Cost Reduction: All consultant contracts will be reviewed by MDOT personnel for appropriateness and further cost reductions. The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 49757.

66. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0201) between MDOT and the City of Battle Creek will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 49015.

67. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0202) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49022.

68. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0203) between MDOT and the City of Charlevoix will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Charlevoix Municipal Airport in Charlevoix, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49720.

69. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training
Contract (2006-0204) between MDOT and the Delta County Board of Commissioners will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Delta County Airport in Escanaba, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.
- Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.
- Benefit:** Increased skills in ARFF personnel at the airports, leading to increased public safety.
- Funding Source:** State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.
- Commitment Level:** The grant is fixed at \$5,500.
- Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.
- Cost Reduction:** This program has been in effect for more than six years. Cost savings are found through analysis of the training.
- Selection:** N/A.
- New Project Identification:** This is a new project.
- Zip Code:** 49829.
70. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training
Contract (2006-0205) between MDOT and the Bishop International Airport Authority will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Bishop International Airport in Flint, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.
- Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.
- Benefit:** Increased skills in ARFF personnel at the airports, leading to increased public safety.
- Funding Source:** State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.
- Commitment Level:** The grant is fixed at \$5,500.
- Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.
- Cost Reduction:** This program has been in effect for more than six years. Cost savings are found through analysis of the training.
- Selection:** N/A.
- New Project Identification:** This is a new project.
- Zip Code:** 48507.
71. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training
Contract (2006-0206) between MDOT and the Houghton County Board of Commissioners will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Houghton County Memorial Airport in Hancock, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49913.

72. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0207) between MDOT and the Dickinson County Board of Commissioners will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Ford Airport in Iron Mountain, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49801.

73. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0209) between MDOT and the Gogebic County Board of Commissioners will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Gogebic-Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49938.

74. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0210) between MDOT and the Kalamazoo County Board of Commissioners will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49002.

75. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0211) between MDOT and the Marquette County Board of Commissioners will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Sawyer International Airport in Marquette, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49841.

76. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training
Contract (2006-0212) between MDOT and the Muskegon County Board of Commissioners will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Muskegon County Airport in Muskegon, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.
- Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.
- Benefit:** Increased skills in ARFF personnel at the airports, leading to increased public safety.
- Funding Source:** State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.
- Commitment Level:** The grant is fixed at \$5,500.
- Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.
- Cost Reduction:** This program has been in effect for more than six years. Cost savings are found through analysis of the training.
- Selection:** N/A.
- New Project Identification:** This is a new project.
- Zip Code:** 49441.
77. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training
Contract (2006-0213) between MDOT and the County of Oakland will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Oakland County International Airport in Pontiac, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.
- Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.
- Benefit:** Increased skills in ARFF personnel at the airports, leading to increased public safety.
- Funding Source:** State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.
- Commitment Level:** The grant is fixed at \$5,500.
- Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.
- Cost Reduction:** This program has been in effect for more than six years. Cost savings are found through analysis of the training.
- Selection:** N/A.
- New Project Identification:** This is a new project.
- Zip Code:** 48327.
78. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training
Contract (2006-0214) between MDOT and the MBS International Airport Commission will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the MBS International Airport in Saginaw, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48623.

79. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0215) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49788.

80. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0216) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Cherry Capital Airport in Traverse City, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49686.

81. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0218) between MDOT and the Emmet County Board of Commissioners will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Pellston Regional Airport in Pellston, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49769.

82. MULTI MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2006-0219) between MDOT and the Capital Region Airport Authority will provide state grant funds for aircraft rescue fire fighting (ARFF) training at the Capital City Airport in Lansing, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount will be \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

Purpose/Business Case: MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain Federal Aviation Administration operating licenses, this training must take place annually. The grants help the airports to conduct this training.

Benefit: Increased skills in ARFF personnel at the airports, leading to increased public safety.

Funding Source: State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

Commitment Level: The grant is fixed at \$5,500.

Risk Assessment: While some larger airports would conduct the training without the grant, many would not be able to fund the training.

Cost Reduction: This program has been in effect for more than six years. Cost savings are found through analysis of the training.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48906.

83. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU
Memorandum of Understanding (MOU) (2006-0153) between MDOT and the Iosco County Road Commission will transfer jurisdiction of portions (.50 miles total distance) of Old M-65. Jurisdiction will transfer from MDOT to the county upon the date of award. This is a zero dollar MOU.

Purpose/Business Case: To transfer jurisdiction of the roadway segment from MDOT to the Iosco County Road Commission. Jurisdictional transfers of old, unsigned state trunkline are made under the authority of P.A. 296 of 1969.

Benefit: P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the old state trunkline no longer serves a state trunkline purpose. Jurisdictional transfers of old state trunklines to a county (1) place the roadways at the correct levels of responsibility in terms of how the roadways function for the local communities; and (2) free up future MDOT maintenance and improvement resources for signed state trunklines that serve statewide purpose.

Funding Source: There are no funds associated with this MOU.

Commitment Level: This is a zero dollar MOU.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on its inventory of state roads. Over time, the costs of retaining old unsigned roadways will far outweigh any contract costs of performing the jurisdictional transfers in the future (the current transfer is without cost, but if the transfer does not occur soon, the county may request renegotiation of terms and costs may accrue).

Cost Reduction: Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

Selection: N/A.

New Project Identification: The contract is for the as-is transfer of an existing roadway - no new construction or project is included in the contract.

Zip Code: 48763.

STATE PROJECTS

5.00 % DBE participation required

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Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

53350A		
State Restricted Trunkline Funds	100	%
60493A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
75969A		
State Restricted Trunkline Funds	100	%
80245A		
State Restricted Trunkline Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49079.

85.	LETTING OF FEBRUARY 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0602002	\$ 34,459,282.80	\$ 26,918,210.62
	PROJECT BI06 82102-45711, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 15, 2008		-21.88 %

3.85 mi of freeway and ramp reconstruction and 10 structure rehabilitations on M-14 from the Wayne/Washtenaw County line easterly to Sheldon Road, Wayne County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
John Carlo, Inc.	\$ 26,918,210.62	Same	1 **
Dan's Excavating, Inc.	\$ 28,540,917.15	Same	2
Angelo Iafrate Construction Company	\$ 30,400,137.80	Same	3
Six-S, Inc.	\$ 30,904,721.52	\$ 30,904,707.88	4
Tony Angelo Cement Construction Co.	\$ 32,159,090.29	Same	5
DeAngelis Landscape, Inc.			
Fisher Contracting Company			
Walter Toebe Construction Co.			
Ajax Paving Industries, Inc.			
Sunset Excavating, Inc.			
Posen Construction, Inc.			
ABC Paving Company			
Interstate Highway Construction			

5 Bidders

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

45711A		
State Restricted Trunkline Funds	100	%
75101A		
Federal Highway Administration Funds	81.85	%
State Restricted Trunkline Funds	18.15	%
75117A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
83142A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48170.

2047 m of interchange construction along with eastbound off-ramp and westbound on-ramp construction, 280 m of reconstruction of American Drive, 288 m of reconstruction on Center Road, drainage work along the Peterson and Pernick drains, 623 m of bridge reconstruction, widening, and approach work on I-696/M-10 at Franklin Road interchange, on eastbound I-696 to southbound M-10, on Franklin Road over I-696, on American Drive west of Franklin Road, on Center Road north of 11 Mile Road, along with 1537 m of road reconstruction and widening on 11 Mile Road west of Franklin Road, in the city of Southfield, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	COMBINED-003/004
Dan's Excavating, Inc.	\$14,602,245.67	Same	\$ 40,960,636.74 1**
Angelo Iafrate Construction	\$16,799,177.64	Same	\$ 41,800,992.95 2
Six-S, Inc.	\$16,982,862.38	Same	\$ 42,233,238.57 3
John Carlo, Inc.	\$18,721,440.09	Same	\$ 43,840,130.80 4
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
Fisher Contracting Company			
Walter Toebe Construction Co.			
ABC Paving Company			
Posen Construction, Inc.			
Midwest Bridge Company			
Tony Angelo Cement Construction			
Ajax Paving Industries, Inc.			

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Benefit: Safer and improved traffic flow with construction of this new facility. The initial maintenance costs will be greatly reduced on this route as opposed to utilizing existing corridors.

54301A		
	Federal Highway Administration Funds	75.32 %
	SBC Communications	00.10 %
	City of Southfield	08.01 %
	State Restricted Trunkline Funds	16.57 %
54303A		
	State Restricted Trunkline Funds	100.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the communities in southeast Michigan may be compromised. They are anticipating the completion of this project as announced.

Cost Reduction: With the construction of this new facility, initial maintenance costs will be greatly reduced along existing access routes. Our customers will benefit with a greatly reduced user delay costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48037.

87.	LETTING OF FEBRUARY 03, 2006 PROPOSAL 0602004 PROJECT NH 63081-45715, ETC LOCAL AGRMT. 05-5511 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 30, 2006	ENG. EST. \$ 44,632,212.92	LOW BID \$ 40,960,636.74
			% OVER/UNDER EST.
			-8.23 %

3.02 mi of freeway and ramp reconstruction, concrete pavement and shoulders, concrete pavement repairs, concrete pavement inlay, bridge rehabilitation on 5 structures, lighting, MITS, signing, and pavement marking on M-10 from Beck Road to Lahser Road, in the city of Southfield, Oakland County. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	COMBINED-003/004
Dan's Excavating, Inc.	\$26,358,391.07	Same	\$ 40,960,636.741**
Angelo Iafrate Construction	\$25,346,902.31	\$25,001,815.31	\$ 41,800,992.95 2
Six-S, Inc.	\$25,250,389.71	\$25,250,376.19	\$ 42,233,238.57 3
John Carlo, Inc.	\$25,118,690.71	Same	\$ 43,840,130.80 4
C.A. Hull Co., Inc.			
Walter Toebe Construction Co.			
Posen Construction, Inc.			
E. C. Korneffel Co.			
Tony Angelo Cement Construction Comp			
Ajax Paving Industries, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

45715A		
Federal Highway Administration Funds	81.85 %	
City of Southfield	1.98 %	
State Restricted Trunkline Funds	16.17 %	
54018A		
Federal Highway Administration Funds	80.00 %	
City of Southfield	1.90 %	
State Restricted Trunkline Funds	18.10 %	
58474A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	
81197A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48037.

88. LETTING OF FEBRUARY 03, 2006 ENG. EST. LOW BID
 PROPOSAL 0602005 \$ 3,174,686.55 \$ 3,412,560.44
 PROJECT STT 46041-56981
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 17, 2006
 COMPLETION DATE - NOVEMBER 15, 2006 7.49 %

6.11 mi of cold-in-place recycling, hot mix asphalt base crush and shape, hot mix asphalt resurfacing, drainage improvements, and guardrail upgrade on M-34 from M-156 easterly to the west approach of the bridge over Hazen Creek, in the village of Clayton, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 3,412,560.44	Same	1 **
Gerken Paving, Inc.	\$ 3,609,717.48	Same	2
Barrett Paving Materials, Inc.	\$ 4,140,085.30	Same	3

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

56981A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49221.

89.	LETTING OF FEBRUARY 03, 2006 PROPOSAL 0602006 PROJECT STG 84911-83560 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - DECEMBER 01, 2006	ENG. EST. \$ 1,311,367.70	LOW BID \$ 1,375,452.73 % OVER/UNDER EST. 4.89 %
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Permanent pavement markings including longitudinal and special markings on various state trunkline routes in Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 1,375,452.73	Same	1 **
Clark Highway Services, Inc.	\$ 1,378,407.70	Same	2
R. S. Contracting, Inc.	\$ 1,412,420.51	Same	3
Oglesby Construction, Inc.			
Interstate Road Management Corp.			
NES Traffic Safety Limited Partner			

3 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

83560A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.
Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.
Selection: Low bid.
New Project Identification: Reconstruction.
Zip Code: 49829 Region-wide.

90. LETTING OF FEBRUARY 03, 2006 ENG. EST. LOW BID
 PROPOSAL 0602007 \$ 446,984.26 \$ 516,650.73
 PROJECT STG 84916-83529
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2006 15.59 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes throughout the Jackson Transportation Service Center area in Hillsdale, Jackson and Lenawee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 516,650.73	Same	1 **
R. S. Contracting, Inc.	\$ 523,244.44	Same	2
Clark Highway Services, Inc.	\$ 653,192.25	Same	3
Oglesby Construction, Inc.			
Interstate Road Management Corp.			
NES Traffic Safety Limited Partner			

3 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

83529A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49201, TSC-wide.

Application of permanent pavement markings including longitudinal markings on various state trunkline routes throughout the Metro Region area in Macomb, Oakland, St. Clair and Wayne Counties.

2 Bidders

Zip Code: 48075 Region-wide.

Bridge rehabilitation of 7 structures on I-96 over the Huron Valley Trail, the CSX Railroad, I-75 over M-59 and over the I-75 business loop ramps in the cities of Novi and Auburn Hills, Oakland County. This project includes a 2 year bridge painting warranty.

7 Bidders

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

84578A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48323.

- 0.25 mi of landscaping and slope restoration on the I-96 westbound, Fruitport rest area in the village of Fruitport, Ottawa County.

8 Bidders

Zip Code: 49448.

0.63 mi of hot mix asphalt cold milling and resurfacing, guardrail removal, curb and gutter replacement and pavement markings for adding left turn lane and passing flare on M-46 from west of Portsmouth Road to east of Portsmouth Road, on M-81 from Portsmouth Road easterly and on M-54 from Dehmel Road east to east of Dehmel Road, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Lois Kay Contracting Co.	\$ 531,397.95	Same	1 **
Saginaw Asphalt Paving Company	\$ 544,966.96	Same	2
Pyramid Paving & Contracting	\$ 620,305.78	Same	3

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

Zip Code: 48602.

2.57 mi of construction of dual passing relief lanes, including hot mix asphalt base crushing and shaping, hot mix asphalt resurfacing, cleaning and tree removal, construction of snowplow turnarounds and restoration on M-28 from east of the Soo Line Railroad easterly to Percy Road and 5.68 mi hot mix asphalt overlay on M-28 from the end of the proposed passing relief lane easterly to the Alger/Schoolcraft County line, Alger County. This project includes two 5 year materials and workmanship pavement warranties and two 3 year pavement performance warranties.

5 Bidders

Benefit: Passing relief lanes reduce congestion and improves operations along two-lane rural highways. The congestion being addressed is the result of heavy vehicles traveling at slower speeds due to vertical grade or slow moving motorists (typically recreational) who are traveling within high traffic volumes or on roadways with limited passing opportunities. The treatments to be applied will assist to delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

55439A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

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Zip Code: 49884.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 6,379,239.41	Same	1 **
C.A. Hull Co., Inc.	\$ 6,478,241.96	Same	2
Hardman Construction, Inc.	\$ 6,683,903.57	Same	3
Anlaan Corporation	\$ 6,693,037.58	Same	4
Walter Toebe Construction Co.	\$ 6,790,873.72	Same	5
Milbocker and Sons, Inc.	\$ 6,862,258.69	Same	6
Posen Construction, Inc.	\$ 7,073,476.86	Same	7
Midwest Bridge Company	\$ 7,095,415.34	Same	8
L. W. Lamb, Inc.			
Rieth-Riley Construction Co., Inc.			
Fisher Contracting Company			
J. Slagter & Son Construction Co.			

8 Bidders

Purpose/Business Case: This project is a combination of two programs: Bridge Preservation Program and the Transportation Enhancement Program. MDOT's Bridge Preservation Program goal to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. This Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Transportation Enhancement Program, included in TEA-21, sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy to develop programs that use prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. These programs allow cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

74047A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

85439A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. In addition, the loss of Federal funds. If specific Federal funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduction of roadway maintenance costs. A reduction of the need to use traditional transportation funding sources for these activities. To include wide-ranging due to the various enhancement activities allowed in the program.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48617.

100. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602018
 PROJECT BI06 67022-56741
 LOCAL AGRMT.
 START DATE - JUNE 12, 2006
 COMPLETION DATE - OCTOBER 15, 2006

ENG. EST.
 \$ 1,650,833.48

LOW BID
 \$ 1,442,757.01

% OVER/UNDER EST.
 -12.60 %

2.32 mi of hot mix asphalt base crushing and shaping, hot mix asphalt surfacing, grading and drainage, and miscellaneous drainage and safety improvements on US-10 from west of 200th Avenue easterly to west of 175th Avenue, in the city of Reed City, Osceola County. This project includes two 5 year materials and workmanship pavement warranties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
D. J. McQuestion & Sons, Inc.	\$ 1,442,757.01	Same	1 **
Milbocker and Sons, Inc.	\$ 1,527,906.97	Same	2
Kamminga & Roodvoets, Inc.	\$ 1,560,710.46	Same	3
CJ's Excavating Septic Service	\$ 1,594,437.38	Same	4
C & D Hughes, Inc.	\$ 1,730,157.44	Same	5
Fisher Contracting Company	\$ 1,757,749.75	Same	6
Wadel Stabilization, Inc.	\$ 1,768,673.77	Same	7
Nashville Construction Company	\$ 1,855,983.10	Same	8
Maclean Construction Company			
CL Trucking & Excavating, LLC.			
Diversco Construction Company			
Elmer's Crane & Dozer, Inc.			
Rohde Brothers Excavating, Inc.			
M & M Excavating Co., Inc.			
Michigan Paving & Materials Co.			
Rieth-Riley Construction Co., Inc.			

8 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

56741A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49677.

0.54 mi of concrete reconstruction, curb and gutter removal and replacement, drainage, sanitary and safety improvements on M-61 from Airpark Drive easterly to US-23, city of Standish, Arenac County.

5 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. **Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

56940A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48658.

0.85 mi of concrete pavement removal, hot mix asphalt paving, grading and drainage, and partial widening for three lane section on M-115/M-55 from 39 Road northwesterly to Old M-55 (Sunnyside Drive), in city of Cadillac, Wexford County. This project includes a 5 year materials and workmanship pavement warranty.

9 Bidders

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

53355A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

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103. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602038
 PROJECT NH 56023-56966, ETC
 LOCAL AGRMT. 05-5520
 START DATE - APRIL 17, 2006
 COMPLETION DATE - APRIL 27, 2007

ENG. EST. \$ 3,126,797.72
 LOW BID \$ 3,047,733.78
 % OVER/UNDER EST. -2.53 %

2.62 mi of hot mix asphalt resurfacing, ramp reconstruction and realignment, joint repairs, minor drainage work and landscaping on US-10BR from Washington Street easterly to US-10, in the city of Midland, Midland and Bay Counties. This project includes two 5 year materials and workmanship pavement warranties.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Central Asphalt, Inc.	\$ 3,047,733.78	Same	1 **
Saginaw Asphalt Paving Company	\$ 3,176,327.34	Same	2
Rieth-Riley Construction Co., Inc.	\$ 3,332,523.58	Same	3
Pyramid Paving & Contracting			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of Road Preservation and Enhancement. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

56966A	
Federal Highway Administration Funds	81.85 %
City of Midland	1.75 %
State Restricted Trunkline Funds	16.40 %
85442A	
Federal Highway Administration Funds	50.00 %
City of Midland	40.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48642.

Benefit: Passing relief lanes reduce congestion and improve operations along two-lane rural highways. The congestion being addressed is the result of heavy vehicles traveling at slower speeds due to vertical grade or slow moving motorists (typically recreational) who are traveling within high traffic volumes or on roadways with limited passing opportunities. The enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

60361A		
State Restricted Trunkline Funds	100	%
83536A		
Federal Highway Administration Funds	69.00	%
State Restricted Trunkline Funds	14.00	%
Alpena Township	17.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries due to lack of passing opportunities, and there is chance of loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 49707.

105. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602041
 PROJECT M 72061-83633
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 14, 2008

ENG. EST.
 \$ 63,439.06

LOW BID
 \$ 51,861.00

% OVER/UNDER EST.
 -18.25 %

0.25 mi of landscaping, picnic tables and slope
 restoration on southbound I-75 at the Nine Mile Hill rest
 area in the village of Roscommon, Roscommon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tri-Valley Landscaping, Inc.	\$ 51,861.00	Same	1 **
Weyand Bros., Inc.	\$ 53,761.00	Same	2
Porath Contractors, Inc.	\$ 57,997.50	Same	3
Three Seasons Landscaping	\$ 58,004.05	Same	4
County Line Nurseries & Landscaping	\$ 61,771.00	Same	5
T & W Landscaping, Inc.	\$ 62,666.82	Same	6
Cobblestone Pavers, LLC	\$ 66,277.41	Same	7
McDowell Construction , L.L.C.	\$ 66,469.41	Same	8
Murin Company	\$ 67,028.60	Same	9
Anderson-Fischer & Associates, Inc	\$ 69,069.00	Same	10
Rieth-Riley Construction Co., Inc.			
Miller Development, Inc.			
Pro-Soil Landscape & Design, Inc.			
Rasins Landscape and Associates			
Marine City Nursery Company			

10 Bidders

Purpose/Business Case: The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

Benefit: Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new Federal guidelines and requirements.

Funding Source:

83633A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new Federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

Selection: Low bid.

New Project Identification: Landscaping and reconstruction.

Zip Code: 48653.

106.	LETTING OF FEBRUARY 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0602042	\$ 162,433.38	\$ 90,635.75
	PROJECT STG 84911-85126, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 16, 2006		-44.20 %

Traffic signal modernization at 11 locations on various state trunk line routes throughout the Superior Region in the Newberry TSC area, Chippewa, Luce and Mackinac Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 90,635.75	Same	1 **
Strain Electric Company	\$ 103,743.00	Same	2
Trans Tech Electric Limited Partner	\$ 148,961.12	Same	3
Windemuller Electric, Inc.	\$ 182,655.00	Same	4
Roy Electric Company, Inc.			
J R Howell Airport Lighting LLC			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

85126A

Federal Highway Administration Funds	100 %
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85127A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Traffic signal modernization.

Zip Code: 49849 Region-wide.

0.25 mi of landscaping on northbound I-75 at the West Branch rest area in the city of West Branch, Ogemaw County.

14 Bidders

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Zip Code: 48661.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bill Siler Contracting, Inc.	\$ 1,247,249.81	Same	1 **
Yalmer Mattila Contracting, Inc.	\$ 1,247,471.41	Same	2
Bacco Construction Company	\$ 1,247,761.34	Same	3
A. Lindberg & Sons, Inc.	\$ 1,252,611.05	Same	4
Thomas J. Moyle, Jr., Inc.	\$ 1,277,232.00	Same	5
Oberstar, Inc.	\$ 1,646,137.75	Same	6
Payne & Dolan, Inc.			
MJO Contracting, Inc.			

6 Bidders

Purpose/Business Case: This project is a combination of two programs: (1) MDOT's Road Preservation Program to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. This Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. (2) The Non-Freeway Resurfacing Program intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, to improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

Funding Source:

79903A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

84107A

State Restricted Trunkline Funds	100 %
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84901A

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49913.

109.	LETTING OF FEBRUARY 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0602046	\$ 984,149.47	\$ 914,041.41
	PROJECT M 04012-79641		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - MAY 15, 2006		
	COMPLETION DATE - AUGUST 25, 2006		-7.12 %

13.87 mi of hot mix asphalt surfacing on M-65 from M-32 northerly to Detour Street in the village of Posen, Alpena and Presque Isle Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 914,041.41	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,206,451.41	Same	2
Payne & Dolan, Inc.			

2 Bidders

Purpose/Business Case: The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

Benefit: To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

Funding Source:

79641A

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49753.

110. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602047
 PROJECT BHN 70013-79073
 LOCAL AGRMT.
 START DATE - JULY 05, 2006
 COMPLETION DATE - SEPTEMBER 25, 2006

ENG. EST.
 \$ 633,335.57

LOW BID
 \$ 605,915.00

% OVER/UNDER EST.
 -4.33 %

Deck patching, joint replacement, substructure repair, beam
 end repair, zone painting and maintaining traffic on US-31
 over CSX Railroad, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 605,915.00	Same	1 **
L. W. Lamb, Inc.	\$ 644,471.00	Same	2
J. Slagter & Son Construction Co.	\$ 670,056.79	Same	3
Structural Group, Inc.	\$ 749,796.20	Same	4
Anlaan Corporation	\$ 757,403.00	Same	5
C.A. Hull Co., Inc.	\$ 852,405.28	Same	6
Davis Construction, Inc.			
Walter Toebe Construction Co.			

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79073A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49423.

9.17 mi of cold milling and hot mix asphalt resurfacing on M-43 from 67th Street to the east city limits of Bangor, on M-140 from Red Arrow Highway to the Paw Paw River, on US-12 from the south city limits of New Buffalo to Red Arrow Highway, and on M-60 from Christian Street to White Temple Road, in the cities of Bangor, New Buffalo and Watervliet, the village of Vandalia, Berrien, Cass and Van Buren Counties. This project includes a 3 year pavement performance warranty.

3.00 % DBE participation required

2 Bidders

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

83987A

State Restricted Trunkline Funds	18.15 %
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Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Selection: Low bid.

Zip Code: 49013.

117. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602054
 PROJECT M 47082-85282
 LOCAL AGRMT.
 START DATE - JUNE 01, 2006
 COMPLETION DATE - JUNE 29, 2006

ENG. EST.
 \$ 612,112.68

LOW BID
 \$ 592,181.09

% OVER/UNDER EST.
 -3.26 %

3.40 mi of hot mix asphalt cold milling and resurfacing on M-59 from US-23 interchange easterly to west of the Livingston/Oakland County line, Livingston County. This project includes a 3 year pavement performance warranty.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 592,181.09	Same	1 **
Barrett Paving Materials, Inc.	\$ 615,651.54	Same	2
Cadillac Asphalt, LLC.	\$ 644,351.48	Same	3
Ace Asphalt & Paving Co.	\$ 672,865.34	Same	4

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

85282A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48353.

119. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602056
 PROJECT STT 17023-85888
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - 20 working days

ENG. EST.
 \$ 487,283.30

LOW BID
 \$ 510,200.20

% OVER/UNDER EST.
 4.70 %

7.84 mi of ultra-thin hot mix asphalt overlay, placement of permanent pavement markings and shoulder gravel on M-134 on Drummond Island from east of the Ferry Docks easterly to Bailey Lake Road, Chippewa County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 510,200.20	Same	1 **
Payne & Dolan, Inc.	\$ 533,896.20	Same	2
Bacco Construction Company	\$ 761,080.20	Same	3

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

85888A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49726.

121.	LETTING OF FEBRUARY 03, 2006 PROPOSAL 0602058 PROJECT NH 22023-85874 LOCAL AGRMT. START DATE - JUNE 05, 2006 COMPLETION DATE - JULY 21, 2006	ENG. EST. \$ 840,838.54	LOW BID \$ 792,304.74	% OVER/UNDER EST. -5.77 %
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5.91 mi of hot mix asphalt resurfacing, shoulder aggregate, miscellaneous cold milling and guardrail improvements on US-2, from east of Kellerman Road easterly to the Dickinson County line, Dickinson County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 792,304.74	Same	1 **
Payne & Dolan, Inc.	\$ 844,532.30	Same	2

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

85874A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49852.

122. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602059
 PROJECT NH 69021-85876
 LOCAL AGRMT.
 START DATE - MAY 01, 2006
 COMPLETION DATE - MAY 25, 2006

ENG. EST.
 \$ 133,349.03

LOW BID
 \$ 104,888.06

% OVER/UNDER EST.
 -21.34 %

0.65 mi of hot mix asphalt cold milling and resurfacing on
 M-32 from Murner Road easterly to Dickerson Road in the city
 of Gaylord, Otsego County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 104,888.06	Same	1 **
Pyramid Paving & Contracting	\$ 112,113.78	Same	2
Rieth-Riley Construction Co., Inc.	\$ 118,968.78	Same	3

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

85876A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49735.

125. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602062
 PROJECT NH 83051-85997
 LOCAL AGRMT.
 START DATE - JULY 17, 2006
 COMPLETION DATE - 9 working days

ENG. EST.
 \$ 243,541.50

LOW BID
 \$ 248,658.55

% OVER/UNDER EST.
 2.10 %

1.39 mi of cold milling and hot mix asphalt resurfacing on
 M-115 from west of 45 Road to west of 48 1/2 Road,
 Wexford County.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 248,658.55	Same	1 **
Pyramid Paving & Contracting	\$ 260,708.35	Same	2
Elmer's Crane & Dozer, Inc.	\$ 279,874.15	Same	3

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

85997A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49601.

129. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602066
 PROJECT STH 41061-79601
 LOCAL AGRMT. 05-5355
 START DATE - JUNE 05, 2006
 COMPLETION DATE - AUGUST 25, 2006

ENG. EST.
 \$ 697,834.17 \$

LOW BID
 \$ 698,000.00

% OVER/UNDER EST.
 0.02 %

0.33 mi of hot mix asphalt cold milling and resurfacing,
 widening for left and right turn lanes and construction of a
 directional island on M-11 from north of O'Brien Street
 southerly to south of Fenessy Street in the city of Walker,
 Kent County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Schippers Excavating, Inc.	\$ 698,000.00	Same	1 **
Kentwood Excavating, Inc.	\$ 745,087.50	\$ 744,762.50	2
Nashville Construction Company	\$ 745,982.78	Same	3
Brenner Excavating, Inc.	\$ 759,996.50	\$ 759,546.50	4
Dykema Excavators, Inc.	\$ 762,583.60	Same	5
Diversco Construction Company	\$ 778,280.64	Same	6
C & D Hughes, Inc.	\$ 781,087.03	Same	7
Kamminga & Roodvoets, Inc.	\$ 805,123.68	Same	8
Milbocker and Sons, Inc.	\$ 851,542.70	Same	9
Wyoming Excavators, Inc.	\$ 988,427.20	\$ 988,379.20	10

10 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity
 of MDOT's safety assets and addresses spot locations on the trunkline system
 exhibiting a correctable pattern through a strategy of cost-effective
 treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay,
 fuel consumption, pollution, and operating costs by increasing the safety,
 efficiency, and capacity of the trunkline system.

Funding Source:

79601A

Federal Highway Administration Funds	71.66 %
Michigan Consolidated Gas	1.66 %
State Restricted Trunkline Funds	17.92 %
City of Walker	8.76 %

Commitment Level: The contract cost is not fixed. It is based on the
 engineer's best estimate of probable construction cost. The contract's final
 cost will be based on actual quantities built in the field and unit prices
 bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not
 implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety,
 efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49544.

LOCAL PROJECTS

130. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602024
 PROJECT STU 50458-56118
 LOCAL AGRMT. 05-5444
 START DATE - APRIL 15, 2006
 COMPLETION DATE - NOVEMBER 14, 2006

ENG. EST. LOW BID
 \$ 2,205,595.00 \$ 2,115,111.02
 % OVER/UNDER EST.
 -4.10 %

1.04 mi of roadway reconstruction on Masonic Boulevard from
 Hayes Road to Utica Road in the city of Fraser, Macomb
 County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 2,115,111.02	Same	1 **
Tony Angelo Cement Construction Co.	\$ 2,168,607.94	Same	2
Dan's Excavating, Inc.	\$ 2,185,603.14	Same	3
Sunset Excavating, Inc.	\$ 2,244,297.11	Same	4
Pamar Enterprises, Inc.	\$ 2,275,369.30	Same	5
Six-S, Inc.	\$ 2,277,113.57	Same	6
Angelo Iafrate Construction Company	\$ 2,334,099.25	Same	7
John Carlo, Inc.	\$ 2,390,989.83	Same	8
Boddy Construction Company, Inc.	\$ 2,428,218.57	Same	9
ABC Paving Company	\$ 2,653,195.25	Same	10
L.J. Construction, Inc.	\$ 2,792,262.35	Same	11
Ajax Paving Industries, Inc.			
L. D'Agostini & Sons, Inc.			
Cadillac Asphalt, LLC.			
L. Squared Construction, LLC.			
The Oakland Excavating Company			
Schippers Excavating, Inc.			
Wadel Stabilization, Inc.			

11 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56118A

Federal Highway Administration Funds	81.57 %
City of Fraser	18.43 %

Zip Code: 48026.

- 3.0 mi of road resurfacing on Piche Road from M-28 to 6 Mile Road, 3.0 mi road reconstruction on Hantz/Kallio Road from M-48 to Townline Road and 3.6 mi of road reconstruction on Gaines Highway from I-75 to M-80, Chippewa County.

3 Bidders

Purpose/Business Case: The project is for the reconstruction and widening of a Federal Aid route under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Funding Source:

Chippewa County	20.00 %
Federal Highway Administration Funds	80.00 %

Federal Highway Administration Funds	80.00	%
State Restricted Economic Development Funds	20.00	%

Chippewa County	18.15 %
Federal Highway Administration Funds	81.85 %

Risk Assessment: If this project is not awarded, the Federal funds will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49752.

Bridge removal and replacement along with related approach work on H-1 Road over Big Cedar River, Menominee County.

4 Bidders

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

Funding Source:

Menominee County	5.00 %
State Restricted Trunkline Funds	95.00 %

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

Zip Code: 49874.

Installation of traffic signal items at various locations on 11 Mile Road between Woodward Avenue and Dequindre Road, on John R. Road between 10 Mile Road and 14 Mile Road, and on Stephenson Highway at Whitcomb Road, in the cities of Royal Oak and Madison Heights, Oakland County.

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

77841A

Zip Code: 48068.

136. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602031
 PROJECT STUL 56415-80697
 LOCAL AGRMT. 05-5451
 START DATE - JUNE 08, 2006
 COMPLETION DATE - AUGUST 18, 2006

ENG. EST.
 \$ 1,034,677.00

LOW BID
 \$ 1,039,422.52

% OVER/UNDER EST.
 0.46 %

0.81 mi of pavement reconstruction with drainage improvements on north Saginaw Road from Drake Street to Perrine Road in the city of Midland, Midland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fisher Contracting Company	\$ 1,039,422.52	Same	1 **
Saginaw Asphalt Paving Company	\$ 1,065,555.24	Same	2
Lois Kay Contracting Co.	\$ 1,095,193.66	Same	3
CL Trucking & Excavating, LLC.	\$ 1,121,897.88	Same	4
Champagne and Marx Excavating, Inc.	\$ 1,142,282.06	Same	5
Rieth-Riley Construction Co., Inc.	\$ 1,145,045.18	Same	6
CRS/Shaw Contracting Co.	\$ 1,149,286.28	Same	7
Crawford Contracting, Inc.	\$ 1,247,588.88	Same	8
Pyramid Paving & Contracting	\$ 1,286,687.30	Same	9
A. J. Rehms & Son, Inc.			
3-S Construction, Inc.			
Rohde Brothers Excavating, Inc.			
The Isabella Corporation			
C & D Hughes, Inc.			
Lee Wood Contracting, Inc.			
Central Asphalt, Inc.			
M & M Excavating Co., Inc.			
Bouradow Trucking Company			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80697A
 Federal Highway Administration Funds 81.85 %
 City of Midland 18.15 %

Zip Code: 48640.

137. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602032
 PROJECT BRT 56004-83908
 LOCAL AGRMT. 05-5483
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 02, 2006

ENG. EST.
 \$ 450,071.50

LOW BID
 \$ 465,454.61

% OVER/UNDER EST.
 3.42 %

Bridge removal and replacement along with related approach
 on Meridian Road over Carroll Creek, Midland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 465,454.61	Same	1 **
E.T. MacKenzie Company	\$ 478,812.25	Same	2
Anlaan Corporation	\$ 497,550.57	Same	3
Milbocker and Sons, Inc.	\$ 527,160.15	Same	4
J.E. Kloote Contracting, Inc.	\$ 557,644.07	Same	5
Gerace Construction Company, Inc.	\$ 685,347.12	Same	6
C.A. Hull Co., Inc.			
E. C. Korneffel Co.			
McDowell Construction , L.L.C.			
Heystek Contracting Inc.			
Walter Toebe Construction Co.			
Fisher Contracting Company			
3-S Construction, Inc.			
Jackson Contracting			
Davis Construction, Inc.			
Miller Development, Inc.			
Rohde Brothers Excavating, Inc.			
Hardman Construction, Inc.			
Hebert Construction Company			
Rieth-Riley Construction Co., Inc.			
J. Slagter & Son Construction Co.			

6 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the
 Federal aid route under local jurisdiction. It was selected through the
 critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the Federal aid highway system is further
 preserved providing increased economic value and quality of life for the
 traveling public.

Funding Source:

83908A

Midland County	5.13 %
Federal Highway Administration Funds	79.89 %
State Restricted Trunkline Funds	14.98 %

Commitment Level: The contract cost is not fixed. It is based on the
 engineer's best estimate of probable construction cost. The contract's final
 cost will be based on actual quantities built in the field and unit prices
 bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 48657.

138. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602033
 PROJECT BRO 56012-83909
 LOCAL AGRMT. 05-5508
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 16, 2006

ENG. EST.	LOW BID
\$ 684,603.40	\$ 562,924.70
	% OVER/UNDER EST.
	-17.77 %

Remove and replace bridge along with related approach work on South Patterson Road over Bullock Creek, Midland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
E.T. MacKenzie Company	\$ 562,924.70	Same	1 **
Anlaan Corporation	\$ 567,196.88	Same	2
S.L. & H. Contractors, Inc.	\$ 600,417.23	Same	3
Milbocker and Sons, Inc.	\$ 603,031.31	Same	4
Jackson Contracting	\$ 647,986.35	Same	5
J.E. Kloote Contracting, Inc.	\$ 666,371.88	Same	6
Walter Toebe Construction Co.	\$ 692,499.20	Same	7
Gerace Construction Company, Inc.	\$ 771,988.02	Same	8
C.A. Hull Co., Inc.			
Miller Development, Inc.			
Fisher Contracting Company			
3-S Construction, Inc.			
Heystek Contracting Inc.			
Davis Construction, Inc.			
E. C. Korneffel Co.			
Hardman Construction, Inc.			
Rieth-Riley Construction Co., Inc.			
J. Slagter & Son Construction Co.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83909A

Midland County	5.14 %
Federal Highway Administration Funds	79.89 %
State Restricted Trunkline Funds	14.97 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 48640.

139.	LETTING OF FEBRUARY 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0602034	\$ 305,113.00	\$ 271,884.13
	PROJECT MCS 21005-83860		
	LOCAL AGRMT. 05-5500		% OVER/UNDER EST.
	START DATE - JUNE 04, 2006		
	COMPLETION DATE - AUGUST 26, 2006		-10.89 %

Bridge removal and replacement along with related approach work on County Road 430 at Squaw Creek, Delta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 271,884.13	Same	1 **
Yalmer Mattila Contracting, Inc.	\$ 272,965.34	Same	2
Hebert Construction Company	\$ 273,486.91	Same	3
A. Lindberg & Sons, Inc.	\$ 285,209.50	Same	4
Associated Constructors, LLC	\$ 302,075.81	Same	5
Lunda Construction Company	\$ 305,608.20	Same	6
Zenith Tech, Inc.	\$ 347,171.09	Same	7
J. Slagter & Son Construction Co.			
Jackson Contracting			
Bacco Construction Company			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83860A

Delta County	5.00 %
State Restricted Trunkline Funds	95.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 49880.

140.	LETTING OF FEBRUARY 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0602035	\$ 159,148.48	\$ 187,559.88
	PROJECT STH 19609-78213		
	LOCAL AGRMT. 05-5490		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 03, 2006		17.85 %

Intersection realignment and traffic signal installation on DeWitt Road at Herbison Road intersection, Clinton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 187,559.88	Same	1 **
Nashville Construction Company	\$ 212,276.10	Same	2
Michigan Paving & Materials Co.	\$ 234,473.16	Same	3
Kamminga & Roodvoets/Windemuller	\$ 242,959.86	Same	4
C & D Hughes, Inc.	\$ 246,139.60	Same	5
Kamminga & Roodvoets, Inc.			
Rieth-Riley Construction Co., Inc.			
E.T. MacKenzie Company			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

78213A

Clinton County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48820.

142. LETTING OF FEBRUARY 03, 2006
 PROPOSAL 0602037
 PROJECT STUL 59441-80646-2
 LOCAL AGRMT. 05-5304
 START DATE - APRIL 15, 2006
 COMPLETION DATE - JUNE 30, 2006

ENG. EST.
 \$ 196,276.09

LOW BID
 \$ 201,313.50

% OVER/UNDER EST.
 2.57 %

0.42 mi of road reconstruction, including drainage structures, storm sewer, cold milling hot mix asphalt pavement, concrete curb and gutter, hot mix asphalt paving and pavement markings, on Edgewood Street from the south of Alpine Street to Fairplains Street, in the city of Greenville, Montcalm County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
CL Trucking & Excavating, LLC.	\$ 201,313.50	Same	1 **
Brenner Excavating, Inc.	\$ 206,787.73	Same	2
Kentwood Excavating, Inc.	\$ 211,932.40	Same	3
Dean's Landscaping & Excavating	\$ 224,550.00	Same	4
Nashville Construction Company	\$ 235,099.38	Same	5
Dykema Excavators, Inc.	\$ 238,788.17	Same	6
Cadwell Brothers Construction	\$ 240,096.38	Same	7
Milbocker and Sons, Inc.	\$ 243,992.08	Same	8
C & D Hughes, Inc.	\$ 248,278.45	Same	9
Crawford Contracting, Inc.	\$ 248,940.20	Same	10
Schippers Excavating, Inc.	\$ 257,534.80	Same	11
Eastlund Concrete Construction	\$ 257,815.52	Same	12
Kamminga & Roodvoets, Inc.	\$ 263,301.98	Same	13
Quantum Construction Company, Inc.	\$ 264,721.78	Same	14
Diversco Construction Company	\$ 323,001.00	Same	15
Central Asphalt, Inc.			
Central Michigan Contracting, Inc.			
Fisher Contracting Company			
Youngstrom Contracting, Inc.			

15 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

80646A
 Federal Highway Administration Funds 81.85 %
 City of Greenville 18.15 %

Zip Code: 48838.

EXTRAS

143. Extra 2006 - 18

Control Section/Job Number: 18021-48596 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Rieth-Riley Construction Co., Inc.
P.O. Box 477
Goshen, IN 46527

Designed By: MDOT
Engineer's Estimate: \$2,866,669.49

Description of Project:

7.86 miles of pavement joint and crack repairs, hot mix asphalt cold milling and resurfacing, drainage upgrades and miscellaneous work on US-10 from west of the Clare County line to west of Ludington Drive, gapping out 0.52 miles west and east of Lake Station Avenue in Garfield, Surrey and Orient Townships, Clare and Osceola Counties.

Administrative Board Approval Date:	December 7, 2004	
Contract Date:	February 1, 2005	
Original Contract Amount:	\$2,754,116.05	
Total of Overruns/Changes (Approved to Date):	157,512.47	+ 5.72%
Total of Extras/Adjustments (Approved to Date):	(428.94)	- 0.02%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>109,430.18</u>	<u>+ 3.97%</u>
Revised Total	<u>\$3,020,629.76</u>	+ 9.67%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.70% over the original budget for an **Authorized to Date Amount** of \$2,911,199.58.

Approval of this extra will place the authorized status of the contract 9.67% or \$266,513.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 12

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 12

Traffic Control Extension of Time Adjust	1.000 LS @ \$109,430.18/LS	<u>\$109,430.18</u>
Total		<u>\$109,430.18</u>

Reason(s) for Extra(s)/Adjustment(s):

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of time without the assessment of liquidated damages and numerous traffic control items were required during the extended time frame. The extra cost for Traffic Control Extension of Time Adjust was calculated per the specification section listed above, and was determined as a contract mandated extra cost per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48632.

144. Extra 2006 - 19

Control Section/Job Number:	18034-85377	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Rieth-Riley Construction Co., Inc. P.O. Box 477 Goshen, IN 46527	
Designed By:	MDOT	
Engineer's Estimate:	\$1,373,740.80	
Description of Project:	4.20 mi of cold milling, and hot mix asphalt resurfacing and other miscellaneous items of work, on US-127 from south of Long Lake Road northerly to north of the Clare/Roscommon County line, Clare and Roscommon Counties. A 2006 highway preventive maintenance project.	

Administrative Board Approval Date:	October 18, 2005	
Contract Date:	October 18, 2005	
Original Contract Amount:	\$1,234,046.30	
Total of Overruns/Changes (Approved to Date):	85,709.12	+ 6.95%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>136,941.18</u>	<u>+ 11.10%</u>
Revised Total	<u>\$1,456,696.60</u>	+ 18.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.95% over the original budget for an **Authorized to Date Amount** of \$1,319,755.42.

Approval of this extra will place the authorized status of the contract 18.05% or \$222,650.30 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Traffic Control Extension of Time Adjust	1.000 LS @ \$136,941.18/LS	<u>\$136,941.18</u>
Total		<u>\$136,941.18</u>

Reason(s) for Extra(s)/Adjustment(s):

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 8.9 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame and each of these items were included in the original lump sum bid item of Traffic Control. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Traffic Control Extension of Time Adjust was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48625.

145. **Extra 2006 - 20**

Control Section/Job Number: 26022-76072 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Gerace Construction Company, Inc.
4055 South Saginaw
Midland, MI 48640

Designed By: MDOT
Engineer's Estimate: \$1,954,020.93

Description of Project:

Deep concrete overlay, partial deck replacement, painting, pin and hanger replacement, joint replacement, railing replacement, substructure repair, scour counter measures, approach pavement replacement, steel beam end repair, guardrail anchorage upgrade, concrete surface coating and maintaining traffic on six bridges (M-61 over Tittabawassee River, and M-30 over Sugar River, Larabee Creek, Little Tobacco River, West Branch Tittabawassee River and the Tittabawassee River) in Buckeye, Butman, Clement, Gladwin and Hay Townships, Gladwin County.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	April 5, 2004	
Original Contract Amount:	\$2,187,718.44	
Total of Overruns/Changes (Approved to Date):	(192,189.43)	- 8.78%
Total of Extras/Adjustments (Approved to Date):	123,371.29	+ 5.64%
Total of Negative Adjustments (Approved to Date):	(72,850.00)	- 3.33%
THIS REQUEST	<u>134,396.26</u>	<u>+ 6.14%</u>
Revised Total	<u>\$2,180,446.56</u>	- 0.33%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.47% under the original budget for an **Authorized to Date Amount** of \$2,046,050.30.

Approval of this extra will place the authorized status of the contract 0.33% or \$7,271.88 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 19 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 19

Liquidated Damages	47.000 Cday @ \$1,550.00/Cday	72,850.00
Guardrail Anchorage – Concrete Barrier	10.000 Ea @ \$120.00/Ea	1,200.00
Traffic Control Extension of Time Adjust	1.000 LS @ \$55,601.08/LS	55,601.08
Conc Barrier, Temp, Relocated	226.500 Ft @ \$20.95/Ft	4,745.18
Total		<u>\$134,396.26</u>

Reason(s) for Extra(s)/Adjustment(s):

An extension of contract time has been negotiated and the contractor has withdrawn all previously submitted project claims. The contractor filed four claims totaling \$161,288.49. The claims were filed per Section 104.09 of the 2003 Standard Specifications for Construction and claim hearings were conducted at the TSC and region level. Based upon further discussion between the engineer and the contractor and prior to the issuance of a region claim resolution, the engineer negotiated a settlement with the contractor. The negotiated settlement included the elimination of liquidated damages and the withdrawal of the four contractor claims. The contractor had been assessed 47 days of liquidated damages totaling \$72,850.00 for failure to complete the project by the contract completion date. A contract adjustment is being processed to eliminate liquidated damages that were previous assessed. The adjustment for Liquidated Damages is based on Section 108.11 of the 2003 Standard Specifications for Construction.

The contractor was directed to temporarily connect guardrail to temporary concrete barrier until the steel bridge railing was installed. This connection maintained the safety of the project site for the traveling public. The extra cost for Guardrail Anchorage – Concrete Barrier was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on region projects.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of time without the assessment of liquidated damages. Numerous traffic control items were required during the extended time frame. Therefore, the cost for Traffic Control Extension of Time Adjust was determined as a contract mandated extra cost per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

The contractor was directed to relocate temporary concrete barrier from one bridge to another to properly maintain traffic. A pay item for this work was inadvertently omitted from the original bid items. The extra cost for Conc Barrier, Temp, Relocated was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.
Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48612.

146. **Extra 2006 - 21**

Control Section/Job Number:	57011-53753	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	L. W. Lamb, Inc. 6090 Blue Star Hwy. Saugatuck, MI 49453	
Designed By:	MDOT	
Engineer's Estimate:	\$454,605.94	

Description of Project:

Deep concrete overlay of bridge deck, railing replacement, partial deck replacement, substructure repair, steel beam end repair, painting and maintaining traffic on M-66 over the Clam River and deep concrete overlay of bridge deck, railing replacement, partial deck replacement, substructure repair, diaphragm replacement, and painting on M-66 over the Middle Branch River in Marion and Richmond Townships, Missaukee and Osceola Counties.

Administrative Board Approval Date:	November 2, 2004	
Contract Date:	December 13, 2004	
Original Contract Amount:	\$552,017.52	
Total of Overruns/Changes (Approved to Date):	(14,643.75)	- 2.65%
Total of Extras/Adjustments (Approved to Date):	3,112.72	+ 0.56%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>192,224.09</u>	<u>+ 34.82%</u>
Revised Total	<u>\$732,710.58</u>	+ 32.73%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.09% under the original budget for an **Authorized to Date Amount** of \$540,486.49.

Approval of this extra will place the authorized status of the contract 32.73% or \$180,693.06 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6, 7

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

Supst Conc, Form, Fin, and Cure, Night Cast	2.000 LS @ \$67,500.00/LS	<u>\$135,000.00</u>
Total		<u>\$135,000.00</u>

CM 7

Traffic Control Adjustment		<u>\$57,224.09</u>
Total		<u>\$57,224.09</u>

Grand Total

\$192,224.09

Reason(s) for Extra(s)/Adjustment(s):

CM 6

The plans depict a partial deck replacement and overlay for both project bridge decks. During construction operations, it was discovered that each bridge deck was more deteriorated than anticipated during the design phase. The project office consulted with the bridge designer, the region bridge engineer and the Construction and Technology Bridge Operations Unit. It was determined that each bridge deck should be completely replaced to properly maintain the safety of the bridge and ensure the bridge design life. This determination was made after partial deck replacement had begun, as such, the contractor was paid for work completed to date. It was also discovered that the proposed overlay and existing roadway and bridge grades would have resulted in excessive plan quantity overruns and potential constructability issues. It was determined that the additional cost for forming the haunches would provide an overall savings to the project and avoid substantial overruns in original bid items. The deck replacement also provided a better final product, as an overlay would have increased the long-term dead load on the bridge. An additional contributing factor was the deck widening on each bridge. The as planned deck work would have resulted in substantial deck thickness in the widened areas. This could have resulted in a substantial increase in the dead load and premature deterioration of the bridge deck. The removal and replacement of the bridge deck with the construction of the bridge haunches allowed a more appropriate deck thickness to be placed in the widening areas. The contractor was directed to replace the bridge decks because of the deteriorated condition in conjunction with the previous described factors.

The bridge deck could not be formed using in place steel forms because of the depth of the bridge haunches, and steel forms were not available on such short notice. Therefore, the deck and haunches were formed using wood forms, which are more labor intensive. The area required for formwork increased by 300 percent over the as planned area. This was a contributing factor to the extra cost. The extra cost for Supst Conc, Form, Fin, and Cure, Night Cast was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work and force account records on other region projects.

CM 7

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 54 days without the assessment of liquidated damages. Numerous traffic control items were required during the extended time frame. The extra cost for Traffic Control Adjustment was calculated per the specification section listed above and was determined as a contract mandated extra per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and are now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49665, 49657.

147. Extra 2006 - 22

Control Section/Job Number:	78042-50761	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Michigan Paving & Materials Co. P O Box 87248 Canton, MI 48188	
Designed By:	MDOT	
Engineer's Estimate:	\$1,834,112.34	

Description of Project:

0.077 miles of storm sewer repair on M-60 from Little Portage Creek easterly to Lake Street, 1.99 mi of hot mix asphalt resurfacing on M-60 (Hoffman Street) from the east village limits of Mendon to M-60/M-66 junction and on M-66 to the St. Joseph River, 9.93 miles of compound seal interlayer and hot mix asphalt overlay on M-60 from the east city limits of Three Rivers to the west village limits of Mendon, in the townships of Lockport, Park, and Mendon, St. Joseph County.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 20, 2005	
Original Contract Amount:	\$1,675,212.83	
Total of Overruns/Changes (Approved to Date):	146,811.03	+ 8.76%
Total of Extras/Adjustments (Approved to Date):	15,394.50	+ 0.92%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>181,745.15</u>	<u>+ 10.85%</u>
Revised Total	<u>\$2,019,163.51</u>	+ 20.53%

Offset Information

Total Offsets This Request	(153,794.98)	- 9.18%
Net Revised Request	\$27,950.17	+ 1.67%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.68% over the original budget for an **Authorized to Date Amount** of \$1,837,418.36.

Approval of this extra will place the authorized status of the contract 20.53% or \$343,950.68 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6 r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

HMA, 13A, Scratch Course	2,009.620 Ton @ \$39.40/Ton	\$79,179.03
HMA, 13A, Wearing Course	3,146.200 Ton @ \$32.60/Ton	<u>102,566.12</u>
Total		<u>\$181,745.15</u>

CM 6 Offset Information

HMA, 5E3	-4.463.000 Ton @ \$34.46/Ton	(\$153,794.98)
Total		(\$153,794.98)

Net Revised CM 6 Request	<u>\$27,950.17</u>
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Reason(s) for Extra(s)/Adjustment(s):

Due to excessive joint repairs on the existing roadway, the HMA material was changed from 5E3 to 13A in an effort to obtain a more uniform surface profile. A concurrent project at the Transportation Service Center involved a similar existing roadway condition. The 5E3 asphalt material on that project expanded

when placed on the joint repaired existing roadway surface. The expansion was believed to be caused by the material in the repaired joint areas, which caused the asphalt to shift (move) and form bumps in the roadway after placement. Therefore, the contractor was directed to place a thin coat of 13A asphalt material as a primary layer and then place a secondary coat to minimize the potential for any surface swelling of the asphalt. Two extra work items were created for this material change. The extra cost for HMA, 13A, Scratch Course and HMA, 13A, Wearing Course was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index. The extra cost is partially offset by a \$153,794.98 reduction in the original work item HMA, 5E3.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49072.

148. **Extra 2006 - 23**

Control Section/Job Number:	82122-45705A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Wade-Trim Associates, Inc.	
Engineer's Estimate:	\$58,798,591.39	
Description of Project:	4.94 mi of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the city of Detroit, Redford Township, Wayne County.	

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	4,817,980.68	+ 8.09%
Total of Extras/Adjustments (Approved to Date):	5,664,382.59	+ 9.51%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>137,364.31</u>	<u>+ 0.23%</u>
Revised Total	<u>\$70,199,818.43</u>	+ 17.83%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.60% over the original budget for an **Authorized to Date Amount** of \$70,062,454.12.

Approval of this extra will place the authorized status of the contract 17.83% or \$10,619,727.58 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/04
2004-90	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/04
2005-28	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/05
2005-34	73 r. 2, 77, 78	\$31,194.08	04/05/05
2005-48	80	\$10,000.00	04/19/05
2005-86	75, 79, 87, 88 r. 1	\$82,393.90	08/02/05
2005-125	52 r. 1, 93, 96, 97, 102	\$61,218.03	11/01/05
2005-145	100	\$11,579.81	12/06/05
2006-015	58 r. 1, 105, 106	\$499,246.46	02/07/06

Contract Modification Number(s): 104 r. 1, 109

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 104

Double Handle Clay and Sewer Spoil	2,000.000 Cyd @ \$4.80/Cyd	\$9,600.00
Force Account: Work at I-275 and 6 Mile		<u>\$95,000.00</u>
Total		<u>\$104,600.00</u>

CM 109

Sign Support Foundation, Adjustment		<u>\$32,764.31</u>
Total		<u>\$32,764.31</u>

Grand Total

\$137,364.31

Reason(s) for Extra(s)/Adjustment(s):

CM 104

A soil sample confirmed the material that was to be excavated from the stage II and III Telegraph Road reconstruction areas contained Arsenic and Selenium in excess of the Michigan Department of Environmental Quality Part 201 Generic Residential Criteria thresholds. MDOT further determined that

the amounts detected were not sufficient to require disposal per the Special Provision for Non-Hazardous Contaminated Material Handling and Disposal. The contractor was directed to dispose of the soil in three distinct methods. Two of these methods will be compensated as extras to this contract. The third method will be at the contractor's cost, as they may use the material as granular material on other MDOT projects. This extra work required supplemental Federal Highway Administration (FHWA) concurrence for federal funding participation; the FHWA has concurred with this work.

The contractor was permitted to leave the acceptable clay and sewer spoil material on site in the median of Telegraph Road, and grade the median as directed to maintain sight distance and geometric clearances. This method required double handling of the soil and the contractor is being compensated for the additional costs. The extra cost for Double Handle Clay and Sewer Spoil was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

The remaining soil material at the I-275 and Six Mile Road site is to be disposed. The contractor was directed to prepare limited areas of the site (one acre increments) by stripping topsoil, building an access road with temporary culverts, soil erosion work as directed, minimum once per day site sweepings, traffic control devices to safely control the traffic in the work zone, and place and shape the trucked material into an acceptable and maintainable stockpile. The final step was to restore the site as directed. The extra item Force Account: Work at I-275 and 6 Mile will establish a budgeted amount for this work. The final costs will be based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 109

The proposed overhead sign support foundation was to be mounted to the concrete barrier wall at five project locations where the concrete barrier wall height was variable because of roadway grades. The sign support foundation had to be modified to match the variable height concrete barrier. The foundation modification involved anchor bolt extensions and the placement of additional reinforcing steel and concrete. The extra work item Sign Support Foundation, Adjustment will compensate the contractor for this work. The extra cost for Sign Support Foundation, Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar bid items.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48223.

149. **Extra 2006 - 24**

Control Section/Job Number: 82024-43927 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Alfred Benesch & Company
Engineer's Estimate: \$47,905,215.48

Description of Project:

Structure replacement, structure removal, substructure replacement, substructure repair, cleaning and coating existing structural steel and ramp and approach reconstruction on I-94 over Grand Trunk Western Railroad (Dequindre Yards), I-94 under M-1 (Woodward Avenue) and under 12th Street, and 10 structures and ramps in the I-75/I-94 interchange, in the city of Detroit, Wayne County.

Administrative Board Approval Date:	November 5, 1999	
Contract Date:	December 21, 1999	
Original Contract Amount:	\$50,807,740.55	
Total of Overruns/Changes (Approved to Date):	658,521.13	+ 1.30%
Total of Extras/Adjustments (Approved to Date):	8,438,827.49	+ 16.61%
Total of Negative Adjustments (Approved to Date):	(2,309,316.00)	- 4.55%
THIS REQUEST	<u>24,565.65</u>	<u>+ 0.05%</u>
Revised Total	<u>\$57,620,338.82</u>	+ 13.41%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.36% over the original budget for an **Authorized to Date Amount** of \$57,595,773.17.

Approval of this extra will place the authorized status of the contract 13.41% or \$6,812,598.27 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2000-41	5, 7, 8	\$1,847,000.00	09/05/00
2001-36	34 r. 2, 35 r. 4	\$3,106,647.40	05/01/01
2005-119	68 r. 1	\$292,001.35	10/04/05

Contract Modification Number(s): 69

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 69

Adjust – Contract Staking % Increase	1.000 Ea @ \$24,565.65/Ea	<u>\$24,565.65</u>
Total		<u>\$24,565.65</u>

Reason(s) for Extra(s)/Adjustment(s):

The Special Provision for Bridge Structure Stakes and Controls requires a contract adjustment when the final contract cost is greater than 5 percent of the as bid cost. The percent difference, greater than 5 percent, between the final contract cost and the as bid cost was applied to the amount bid for the pay item Contractor Staking for Bridges. The resulting value is a contract adjustment that is being processed on a contract modification as item Adjust – Contract Staking % Increase. The extra cost for Adjust – Contract Staking % Increase was a contract mandated adjustment and extra cost.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48211.

150. **Extra 2006 - 25**

Control Section/Job Number:	82123-52803	MDOT Project
State Administrative Board -	This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$87,017,186.71	

Description of Project:

7.04 mi of pavement reconstruction, cold milling and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	(380,210.41)	- 0.47%
Total of Extras/Adjustments (Approved to Date):	3,265,294.14	+ 4.05%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>305,457.15</u>	<u>+ 0.38%</u>
Revised Total	<u>\$83,716,628.96</u>	+ 3.96%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.58% under the original budget for an **Authorized to Date Amount** of \$83,411,171.81.

Approval of this extra will place the authorized status of the contract 3.96% or \$3,190,540.88 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-73	1 r. 1	\$380,033.85	07/05/05
2005-87	10	\$178,928.00	08/02/05
2005-97	11 r. 1, 12	\$336,851.70	09/06/05
2005-98	6 r. 3, 9	\$1,014,054.30	09/06/05
2005-126	16 r. 1	\$455,972.00	11/01/05
2005-148	34 r. 3	\$629,562.35	12/06/05

Contract Modification Number(s): 46 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 46

(VECP) Shoulder Revision	<u>\$305,457.15</u>
Total	<u>\$305,457.15</u>

Reason(s) for Extra(s)/Adjustment(s):

The proposed pavement section for the I-96 shoulders was designed to allow maintenance of traffic during the resurfacing staging. A Value Engineering Change Proposal (VECP) was submitted proposing a change in staging to allow traffic to use mainline pavement rather than the I-96 shoulders during construction. The VECP was submitted per the requirements in the Supplemental Specification for VECP as contained in the project proposal, and was reviewed and accepted by MDOT. The change in staging created a safer traveling environment by eliminating a variable sloped transition to the proposed temporary lane. Furthermore, the existing shoulder will remain available for disabled vehicles in lieu of blocking the active traffic lane. The final associated extra costs and project savings have been

determined. The contractor is to receive one-half of the net savings; therefore, this contract modification will authorize payment to the contractor in the amount of \$305,457.15 based on the final calculations. The cost of the extra item (VECP) Shoulder Revision was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the Supplemental Specification for Value Engineering Change Proposal. The cost was deemed reasonable as a part of the VECP review.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48227, 48223, 48238, 48204.

151. **Extra 2006 - 26**

Control Section/Job Number:	84916-79993A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	R. S. Contracting, Inc. 16737 13 Mile Rd. Fraser, MI 48026	
Designed By:	MDOT	
Engineer's Estimate:	\$966,049.92	
Description of Project:		

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Clinton, Eaton, Ingham and Shiawassee Counties.

Administrative Board Approval Date:	February 01, 2005	
Contract Date:	February 03, 2005	
Original Contract Amount:	\$974,084.64	
Total of Overruns/Changes (Approved to Date):	(392,420.55)	- 40.29%
Total of Extras/Adjustments (Approved to Date):	131,761.40	+ 13.53%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,711.00</u>	<u>+ 0.18%</u>
Revised Total	<u>\$715,136.49</u>	- 26.58%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 26.76 under the original budget for an **Authorized to Date Amount** of \$713,425.49.

Approval of this extra will place the authorized status of the contract 26.58% or \$258,948.15 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-55	1 r. 1	\$111,892.40	05/03/05

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

Pavt Mrkg, Ovly Cold Plastic, 6", X-Walk		
Adjustment	221.000 Ft @ \$1.90/Ft	\$419.90
Pavt Mrkg, Ovly Cold Plastic, 24" Stop Bar		
Adjustment	34.000 Ft @ \$6.30/Ft	214.20
Rem Spec Mrkg Adjustment	979.000 Sft @ \$1.10/Sft	<u>1,076.90</u>
Total		<u>\$1,711.00</u>

Reason(s) for Extra(s)/Adjustment(s):

All extra work items were established on a previous contract modification. These increases will adjust the previously authorized quantities to the final as-constructed quantities. The original reason for this work is described below.

In accordance with Subsection 103.02.B.2 of the 2003 Standard Specifications for Construction, an adjustment to several pavement marking items is warranted. There is a significant reduction from the original bid quantities to the as-constructed final quantities. This was primarily due to the fact that the original bid quantities entered during the design phase were erroneously based on a design and calculation document from a previous year pavement marking contract. In accordance with Section 103.02 B.2, major items of work were decreased below 75 percent of the original contract quantity and an allowance was applied. Therefore, an adjustment was applied to the items of work that met the above criteria. The adjusted unit prices were negotiated with the contractor and deemed reasonable when compared to MDOT's Average Unit Price Index. The extra cost for this work was completely offset by a previous

\$369,721.64 reduction in the original work items of Pavt Mrkg, Ovly Cold Plastic, 6", X-Walk; Pavt Mrkg, Ovly Cold Plastic, 24" Stop Bar; and Rem Spec Mrkg.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48823.

152. **Extra 2006 - 27**

Control Section/Job Number:	82123-45199	MDOT Project
State Administrative Board -	This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	MDOT	
Engineer's Estimate:	\$24,774,092.81	

Description of Project:

0.93 miles of reconstruction of mainline I-96 and ramps, drainage work, signing, pavement marking, lighting, ITS, guardrail construction, concrete barrier wall and valley gutter, curb and gutter, and turf establishment and bridge work of deck replacement, overlay, steel repair, pin and hanger, paint, guardrail, substructure and abutment repair, widening, beam heat straightening on 14 bridges on I-96 from Warren Avenue to Roosevelt Avenue in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 3, 2005	
Original Contract Amount:	\$25,933,021.14	
Total of Overruns/Changes (Approved to Date):	292,995.15	+ 1.13%
Total of Extras/Adjustments (Approved to Date):	442,754.80	+ 1.71%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>250,000.00</u>	<u>+ 0.96%</u>
Revised Total	<u>\$26,918,771.09</u>	+ 3.80%

Offset Information

Total Offsets This Request	(\$115,000.00)	- 0.44%
Net Revised Request	\$135,000.00	+ 0.52%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.84% over the original budget for an **Authorized to Date Amount** of \$26,668,771.09.

Approval of this extra will place the authorized status of the contract 3.80% or \$985,749.95 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-147	6 r. 2	\$320,000.00	12/06/05

Contract Modification Number(s): 10 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 10

Supst Conc, Form, Fin, and Cure, Night Cast

S36	1.000 LS @ \$250,000.00/LS	<u>\$250,000.00</u>
Total		<u>\$250,000.00</u>

CM 10 Offset Information

Bridge Deck Surface Construction	-1,000.000 Syd @ \$85.00/Syd	(\$85,000.00)
Conc, Silica Fume Modified	-120.000 Cyd @ \$250.00/Cyd	<u>(30,000.00)</u>
Total		(\$115,000.00)

Net Revised CM 10 Request \$135,000.00

Reason(s) for Extra(s)/Adjustment(s):

The West Grand Boulevard bridge over I-96 was originally designed as a deep hydro-demolition partial deck removal with a concrete overlay. The hydro-demolition work resulted in numerous areas where the bridge deck was completely penetrated, bringing into question the structural integrity of the deck. After further discussion with region structures personnel and the Federal Highway Administration (FHWA), it was determined that the bridge deck was too badly damaged to continue with the proposed bridge deck overlay. Therefore, the decision was made to completely replace the bridge deck. This extra work

required supplemental FHWA concurrence for federal funding participation; the FHWA has concurred with this work.

The contractor was directed to remove and replace the bridge deck. The deck removal work was authorized on a previous contract modification. This extra will authorize payment to the contractor for placement of the bridge deck. The extra cost for Supst Conc, Form, Fin, and Cure, Night Cast S36 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid items. The extra cost is partially offset by a \$115,000 reduction in the original bid items of Bridge Deck Surface Construction and Conc, Silica Fume Modified.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 17.50%; City of Detroit, 2.50%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48612.

153. **Extra 2006 - 28**

Control Section/Job Number:	81031-55457	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras. This project also has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Mead Bros. Excavating, Inc. P.O. Box 99 Springport, MI 49284	
Designed By:	HH Engineering, LTD	
Engineer's Estimate:	\$2,210,641.49	
Description of Project:	1.37 miles of constructing passing relief lanes, hot mix asphalt resurfacing and culvert extensions on US-12 (Michigan Avenue) from Feldkamp Road to Schill Road in Saline Township, Washtenaw County.	

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	January 4, 2005	
Original Contract Amount:	\$2,195,000.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	36,330.26	+ 1.66%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>276,684.68</u>	<u>+ 12.61%</u>
Revised Total	<u>\$2,508,014.94</u>	+ 14.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.66% over the original budget for an **Authorized to Date Amount** of \$2,231,330.26.

Approval of this extra will place the authorized status of the contract 14.27% or \$313,014.94 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Force Account: Box Culvert Replacement	<u>\$276,684.68</u>
Total	<u>\$276,684.68</u>

Reason(s) for Extra(s)/Adjustment(s):

After project award and prior to the start of construction operations, it was discovered that the footings supporting the three sided box culvert at station 468+82 were severely undermined. The undermining was seriously jeopardizing the structural integrity and safety of the culvert, and the roadway. The project office consulted with MDOT drainage and hydraulic specialists in design. The recommended course of action was to remove the existing culvert and replace it with an 84-inch circular culvert. The new culvert was over 100 feet in length and 17 feet deep. The extra item Force Account: Box Culvert Replacement will compensate the contractor for removal of the existing culvert, removal and replacement of poor soils in the culvert trench, and placement of the new circular culvert. The extra cost for Force Account: Box Culvert Replacement is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48176.

154. **Extra 2006 - 29**

Control Section/Job Number:	81103-83230	MDOT Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	E. C. Korneffel Co. 2691 Veterans Parkway Trenton, MI 48183	
Designed By:	MDOT	
Engineer's Estimate:	\$105,417.99	

Description of Project:

Emergency partial superstructure reconstruction replacement of precast concrete I-beam, bridge barrier and deck on US-23 westbound/M-14 westbound under Pontiac Trail Road in Ann Arbor Township, Washtenaw County.

Administrative Board Approval Date:	June 7, 2005	
Contract Date:	June 10, 2005	
Original Contract Amount:	\$125,582.42	
Total of Overruns/Changes (Approved to Date):	(5,283.51)	- 4.21%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>55,000.26</u>	<u>+ 43.80%</u>
Revised Total	<u>\$175,299.17</u>	+ 39.59%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.21% under the original budget for an **Authorized to Date Amount** of \$120,298.91.

Approval of this extra will place the authorized status of the contract 39.59% or \$49,716.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Diaphragm Inserts, Force Account	1.000 Ea @ \$639.69/Ea	\$639.69
Full Depth Deck Repair, Force Account	1.000 Ea @ \$2,164.65/Ea	2,164.65
Decking Angle Remove and Replace, Force Account	1.000 Ea @ \$1,234.09/Ea	1,234.09
Hand Chipping and Forming of Barrier Wall Force Account	1.000 Ea @ \$565.12/Ea	565.12
Patch Spall Forming Force Account	1.000 Ea @ \$263.69/Ea	263.69
Overhead Sign Connections Force Account	1.000 Ea @ \$22,492.07/Ea	22,492.07
Traffic Control Extension	1.000 Ea @ \$27,640.95/Ea	27,640.95
Total		<u>\$55,000.26</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to place diaphragm inserts at several locations. These inserts provided a good thread connection between the reinforcing steel and the existing diaphragm. The extra cost for Diaphragm Inserts, Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The existing bridge deck was severely deteriorated at one location. The contractor was directed to complete a full depth bridge deck repair at this location. The extra cost for Full Depth Deck Repair, Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to remove and replace the bridge deck forming angle that was previously installed because there was insufficient cover under the bridge deck reinforcing steel. This occurred at the interface between the new deck and the existing deck. In order to provide the proper concrete cover, the forming angle had to be removed and lowered. The contractor then installed a new angle. The extra cost for Decking Angle Remove and Replace, Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to repair a spalled area on the existing barrier wall to maintain safety to the traveling public. The extra cost for Hand Chipping and Forming of Barrier Wall Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was required to place formwork at a severely deteriorated spalled area on the underside of the bridge deck. The forming allows the proper support for placement of concrete. The extra cost for Patch Spall Forming Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

During the installation of the type D bridge sign connection, several design errors and constructability issues were discovered. It was determined that the sign connection could not be constructed as designed. Additional work was required and the contractor, in conjunction with project office staff and Traffic and Safety Support Area personnel, made two attempts to install the sign before successfully completing the work on the third attempt. It was discovered that the skewness of the bridge was not taken into consideration during the design phase. The extra cost for Overhead Sign Connections Force Account was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was

deemed reasonable when compared with project office daily records and submitted force accounts from the contractor.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had two approved extensions of time without the assessment of liquidated damages. Numerous traffic control items were required to be on standby or in use during these times. The pay item Traffic Control Extension was calculated as a contract mandated extra cost per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48105.

OVERRUNS

155. **Overrun 2006 - 08**

Control Section/Job Number: 78555-76629 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Michigan Paving & Materials Co.
P O Box 87248
Canton, MI 48188

Designed By: Local Agency
Engineer's Estimate: \$730,409.00

Description of Project:

6.27 miles of road resurfacing and rehabilitation, including hot mix asphalt base crushing and shaping, hot mix asphalt paving and guardrail upgrades on Featherstone Road from Shimmel Road westerly in St. Joseph County.

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	June 22, 2005	
Original Contract Amount:	\$541,548.55	
Total of Overruns/Changes (Approved to Date):	54,154.86	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	- 0.00%
THIS REQUEST	<u>32,350.86</u>	+ <u>5.97%</u>
Revised Total	<u>\$628,054.27</u>	+ 15.97%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$595,703.41.

Approval of this overrun will place the authorized status of the contract 15.97% or \$86,505.72 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Shoulder, CI II	3,950.044 Ton @ \$8.19/Ton	<u>\$32,350.86</u>
Total		<u>\$32,350.86</u>

Reason(s) for Overrun(s):

The overrun in shoulder quantities was due to two primary reasons. First, rain caused shoulder areas to be washed away during construction operations. The contractor was directed to replace these shoulder areas. The second reason for the overrun in shoulder quantities was the narrow width of the existing shoulder, which was narrower than anticipated during the design phase. Additional shoulder material was necessary to construct the shoulders to the as planned cross section.

The work item, Shoulder, CI II is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 69%; State Restricted Trunkline, 31%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49032, 49042, 49091.

156. Overrun 2006 - 09

Control Section/Job Number:	39405-49382	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Michigan Paving & Materials Co. P O Box 87248 Canton, MI 48188	
Designed By:	Local Agency	
Engineer's Estimate:	\$252,549.00	

Description of Project:

0.78 km of roadway resurfacing and widening including cold milling, earthwork, bituminous pavement, drainage structures, pavement markings, water main, and sanitary sewer on Drake Road from Stadium Drive (I-94 BL) to Amtrak RR in the city of Kalamazoo, Kalamazoo County.

Administrative Board Approval Date:	July 2, 2002	
Contract Date:	November 27, 2002	
Original Contract Amount:	\$265,755.18	
Total of Overruns/Changes (Approved to Date):	26,575.52	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	11,731.70	+ 4.41%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>13,035.72</u>	+ <u>4.91%</u>
Revised Total	<u>\$317,098.12</u>	+ 19.32%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.41% over the original budget for an **Authorized to Date Amount** of \$304,062.40.

Approval of this overrun will place the authorized status of the contract 19.32% or \$51,342.94 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Bit Mixture, 13A Modified	441.440 t @ \$29.53/t	<u>\$13,035.72</u>
Total		<u>\$13,035.72</u>

Reason(s) for Overrun(s):

The original quantity for Bit Mixture, 13A Modified was inadvertently underestimated during the design phase. Additional quantity was necessary to build the project per the plans and specifications.

The work item, Bit Mixture, 13A Modified, is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 76.46%; Kalamazoo, 23.54%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49001.

157. **Overrun 2006 - 10**

Control Section/Job Number: 11609-78206 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Northern Construction Services, Corp.
P. O. Box 1299
Niles, MI 49120

Designed By: Abonmarche Consultants, Inc.
Engineer's Estimate: \$99,248.00

Description of Project:

Intersection improvements, including curb and gutter work, sidewalk and stamped concrete on Main Street at Broad Street intersection, in the city of St. Joseph, Berrien County.

Administrative Board Approval Date:	September 7, 2004	
Contract Date:	October 8, 2004	
Original Contract Amount:	\$102,388.90	
Total of Overruns/Changes (Approved to Date):	10,238.89	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	3,194.21	+ 3.12%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>15,418.60</u>	+ <u>15.06%</u>
Revised Total	<u>\$131,240.60</u>	+ 28.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.12% over the original budget for an **Authorized to Date Amount** of \$115,822.00.

Approval of this overrun will place the authorized status of the contract 28.18% or \$28,851.70 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Sewer, CI IV, 12 inch, Tr Det B	65.000 Ft @ \$50.00/Ft	\$3,250.00
Joint, Tied, Trg	609.315 Ft @ \$10.00/Ft	6,093.15
Conc Pavt, Misc, Nonreinf, 10 inch	135.010 Syd @ \$45.00/Syd	6,075.45
Total		<u>\$15,418.60</u>

Reason(s) for Overrun(s):

During construction operations, it became apparent that an additional length of storm sewer was necessary to properly drain the project intersection. The contractor was directed to increase the amount of storm sewer placement in the southeast quadrant of the intersection. This work caused an increase in the original bid item Sewer, CI IV, 12 inch, Tr Det B and was necessary to complete the work per the plans and specifications.

Additional concrete pavement quantities were necessary for two reasons. The first was to provide a smooth transition to the new stamped concrete crosswalks. The existing concrete was in poor condition and a 2 foot ribbon was placed adjacent to the stamped crosswalks to provide a smooth transition for vehicles. The 2 foot concrete pavement ribbon will enhance the durability and safety of the crosswalks. The second reason was that the quantities were underestimated during the design phase. Additional quantities were needed to build the project per the plans and specifications. These were the two major contributing factors for the increase in the original bid item of Conc Pavt, Misc, Nonreinf, 10 inch. The additional concrete pavement required the use of additional tied joints. This resulted in an increase in the original bid item Joint, Tied, Trg.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; City of St. Joseph, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49085.

158. **Overrun 2006 - 11**

Control Section/Job Number:	44016-49680	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Marlette Excavating Company 6855 Marlette Street Marlette, MI 48453	
Designed By:	R. S. Scott Associates, Inc.	
Engineer's Estimate:	\$187,225.00	

Description of Project:

Bridge removal and replacement and related approach work on Old State Road over Bottom Creek, in North Branch Township, Lapeer County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 8, 2004	
Original Contract Amount:	\$168,119.50	
Total of Overruns/Changes (Approved to Date):	16,811.95	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>12,014.94</u>	+ <u>7.15%</u>
Revised Total	<u>\$196,946.39</u>	+ 17.15%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$184,931.45.

Approval of this overrun will place the authorized status of the contract 17.15% or \$28,826.89 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Riprap, Plain	286.070 Syd @ \$42.00/Syd	<u>\$12,014.94</u>
Total		<u>\$12,014.94</u>

Reason(s) for Overrun(s):

The quantity for Riprap, Plain was inadvertently underestimated during the design phase. Additional quantity was necessary to build the project per the plans and specifications.

The work item, Riprap, Plain, is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; State Restricted Trunkline, 15%; Lapeer County, 5%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48461.

159. **Overrun 2006- 12**

Control Section/Job Number: 06021-83595 MDOT Project

State Administrative Board - This project exceeds the 15% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Bolen Asphalt Paving, Inc.
875 Airport Drive
East Tawas, MI 48730

Designed By: MDOT
Engineer's Estimate: \$40,871.45

Description of Project:

80 feet of railroad crossing reconstruct including pavement removal, curb and gutter, under-drain replacement and hot mix asphalt paving on M-61, on either side of the Lake State Railway railroad tracks, in the city of Standish, Arenac County.

Administrative Board Approval Date:	August 2, 2005	
Contract Date:	August 4, 2005	
Original Contract Amount:	\$43,770.17	
Total of Overruns/Changes (Approved to Date):	6,565.53	+ 15.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,489.50</u>	+ <u>12.54%</u>
Revised Total	<u>\$55,825.20</u>	+ 27.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.00% over the original budget for an **Authorized to Date Amount** of \$50,335.70.

Approval of this overrun will place the authorized status of the contract 27.54% or \$12,055.03 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Hand Patching	54.895 Ton @ \$100.00/Ton	<u>\$5,489.50</u>
Total		<u>\$5,489.50</u>

Reason(s) for Overrun(s):

The original plan quantities did not account for asphalt work between the railroad tracks and the proposed sidewalk. This area required placement of asphalt for pedestrian safety and to properly maintain the surface drainage. The plan quantity was underestimated during the design phase.

Hand Patching is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48658.

160. Overrun 2006 - 13

Control Section/Job Number:	08031-M50566	MDOT Project
State Administrative Board -	This project exceeds the 15% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	C & D Hughes, Inc. 3097 Lansing Road Charlotte, MI 48813	
Designed By:	MDOT	
Engineer's Estimate:	\$31,831.21	
Description of Project:	Culvert extensions on M-37 at 5 locations from north of Cole Road to north of Mill Lake Road, Barry and Calhoun Counties.	

Administrative Board Approval Date:	September 6, 2005	
Contract Date:	September 7, 2005	
Original Contract Amount:	\$36,938.65	
Total of Overruns/Changes (Approved to Date):	5,540.80	+ 15.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,415.64</u>	+ <u>3.83%</u>
Revised Total	<u>\$43,895.09</u>	+ 18.83%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.00% over the original budget for an **Authorized to Date Amount** of \$42,479.45.

Approval of this overrun will place the authorized status of the contract 18.83% or \$6,956.44 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Topsoil Surface, Furn, 4 inch	943.760 Syd @ \$1.50/Syd	<u>\$1,415.64</u>
Total		<u>\$1,415.64</u>

Reason(s) for Overrun(s):

The original bid quantity for furnishing topsoil surface was inadvertently underestimated during the design phase. Additional quantity was necessary to build the project per the plans and specifications.

Topsoil Surface, Furn, 4 inch is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49050.

161. **Overrun 2006 - 14**

Control Section/Job Number: 23499-83927 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Midwest Bridge Company
P O Box 40
Williamston, MI 48895

Designed By: Capital Consultants / Design Works AE
Engineer's Estimate: \$104,445.00

Description of Project:

0.03 miles of concrete bridge deck overlay and minor superstructure repairs, on State Street Bridge over the Grand River, in the city of Eaton Rapids, Eaton County.

Administrative Board Approval Date:	August 2, 2005	
Contract Date:	August 3, 2005	
Original Contract Amount:	\$87,991.00	
Total of Overruns/Changes (Approved to Date):	8,799.10	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	30,550.00	+ 34.72%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>15,237.90</u>	+ <u>17.32%</u>
Revised Total	<u>\$142,578.00</u>	+ 62.04%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 44.72% over the original budget for an **Authorized to Date Amount** of \$127,340.10.

Approval of this overrun will place the authorized status of the contract 62.04% or \$54,587.00 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Patch, Forming	152.379 Sft @ \$100.00/Sft	<u>\$15,237.90</u>
Total		<u>\$15,237.90</u>

Reason(s) for Overrun(s):

The original bid quantity for Patch, Forming was not sufficient to build the project per the plans and specifications. Additional quantity was required due to the large number of penetrations that occurred as a result of greater than expected deterioration of the existing deck.

Patch, Forming is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 23, 2006, meeting, and is now recommended for approval by the State Administrative Board on March 7, 2006.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; City of Eaton Rapids, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48827.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Special T&NR Meeting: March 7, 2006 – Museum Education Room,
1st Floor, Michigan Library and Historical Center, 10:55 AM
State Administrative Board Meeting: March 7, 2006 – Museum Education Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

BID LETTING

STATE PROJECTS

1. LETTING OF MARCH 03, 2006
PROPOSAL 0603030
PROJECT BHO 82195-81034, ETC
LOCAL AGRMT. 05-5045, 05-5405
START DATE - 10 days after award
COMPLETION DATE - AUGUST 12, 2006
- | ENG. EST. | LOW BID |
|-----------------|-------------------|
| \$ 2,118,264.53 | \$ 1,799,920.40 |
| | % OVER/UNDER EST. |
| | -15.03 % |

Deck replacement, substructure repair, temporary supports, painting, pedestrian fencing and approaches on I-75 connector to M-3 under Russell Street and superstructure replacement and ramp approach reconstruction on I-75 connector to M-3 under Market Street pedestrian overpass in the city of Detroit, Wayne County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 1,799,920.40	Same	1 **
E. C. Korneffel Co.	\$ 1,882,307.75	Same	2
C.A. Hull Co., Inc.	\$ 1,942,372.76	Same	3
Walter Toebe Construction Co.	\$ 1,990,885.50	Same	4
Midwest Bridge Company	\$ 2,353,361.26	Same	5
J. Slagter & Son Construction Co.			
Abhe & Svoboda, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

81034A

City of Detroit	2.14 %
Federal Highway Administration Funds	79.70 %
SBC Communications	0.38 %
State Restricted Trunkline Funds	17.78 %

81035A

City of Detroit	1.23 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	8.77 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48216.

55461A		
Federal Highway Administration Funds	80.00 %	
City of Grand Rapids	2.49 %	
State Restricted Trunkline Funds	17.51 %	
84998A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, injury/accidents due to existing surface conditions, increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 49504.

3.	LETTING OF MARCH 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0603063	\$ 5,676,455.83	\$ 5,190,132.83
	PROJECT IM 41025-48737, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 10, 2006		
	COMPLETION DATE - MAY 18, 2007		-8.57 %

Superstructure replacement and widening on I-96
(eastbound and westbound) over Mid-Michigan Railroad,
Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 5,190,132.83	Same	1 **
C.A. Hull Co., Inc.	\$ 5,480,037.69	Same	2
Hardman Construction, Inc.	\$ 5,561,464.95	Same	3
Anlaan Corporation	\$ 5,631,878.84	Same	4
L. W. Lamb, Inc.	\$ 5,876,508.97	Same	5
Midwest Bridge Company	\$ 6,052,391.86	Same	6
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			
Diversco Construction Company			
Davis Construction, Inc.			

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

48737A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

48738A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49510.

Funding Source:

53377A

State Restricted Trunkline Funds	99.22 %
City of Walker	0.78 %

79074A

Federal Highway Administration Funds	64.45 %
SBC Communications	0.59 %
State Restricted Trunkline Funds	25.54 %
City of Walker	9.42 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49544.

5.	LETTING OF MARCH 03, 2006	ENG. EST.	LOW BID
	PROPOSAL 0603091	\$ 6,132,075.23	\$ 5,859,359.56
	PROJECT BI06 78022-50768, ETC		
	LOCAL AGRMT. 05-5484		% OVER/UNDER EST.
	START DATE - MARCH 20, 2006		
	COMPLETION DATE - MAY 01, 2007		-4.45 %

1.81 mi of hot mixed asphalt roadway reconstruction and widening, curb and gutter replacement, drainage improvements, street lighting work, traffic signal work, watermain replacement, streetscaping and railroad approaches on US-12 from M-66 (Centerville Road) easterly to Franks Avenue, in the city of Sturgis, St. Joseph County. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peters Construction Co.	\$ 5,859,359.56	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 6,568,137.10	Same	2
Hoffman Bros., Inc.	\$ 6,929,475.76	Same	3
Milbocker and Sons, Inc.	\$ 7,157,908.62	Same	4
Northern Construction Services, Co.	\$ 8,112,503.21	Same	5
Maclean Construction Company			
Balkema Excavating, Inc.			
Michigan Paving & Materials Co.			
Selge Construction Co., Inc.			
Nashville Construction Company			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is supported by four programs: The Traffic and Safety Program to preserve the integrity of MDOT's safety assets and address spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments; The Road Preservation Program to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. This Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition; The Transportation Enhancement Program, included in TEA-21. This program sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These particular funds cannot be used to build or repair roads; and The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects. Treatments provided in this project will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, improve rideability and lower operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

50768A	
Aquilla Gas Utility Company	0.60 %
Charter Communications	0.14 %
State Restricted Trunkline Funds	84.09 %
City of Sturgis	14.58 %
Verizon	0.59 %
79024A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
85129A	
Federal Highway Administration Funds	48.08 %
State Restricted Trunkline Funds	16.03 %
City of Sturgis	35.89 %
86709A	
State Restricted Trunkline Funds	100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety (a greater risk of accidents and injuries by not implementing the recommended safety treatments), increased vehicle maintenance and operational costs to the motoring public, and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and motorists operating costs with increased safety, efficiency, and capacity. It also reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation, reconstruction, and enhancement.

Zip Code: 49091.

LOCAL PROJECTS

- | | | | |
|----|--------------------------------------|-----------------|------------------------|
| 6. | LETTING OF MARCH 03, 2006 | ENG. EST. | LOW BID |
| | PROPOSAL 0603078 | \$ 2,487,707.68 | \$ 2,323,578.31 |
| | PROJECT MCS 33006-83877 | | |
| | LOCAL AGRMT. 06-5014 | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - SEPTEMBER 01, 2006 | | -6.60 % |

Remove and construct superstructure and retaining wall, substructure repairs, construct spiral stairway and landing and related approach work on East Grand River Avenue over the Grand River, in the city of Lansing, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 2,323,578.31	Same	1 **
Anlaan Corporation	\$ 2,462,274.65	Same	2
Hardman Construction, Inc.	\$ 2,473,301.33	Same	3
Midwest Bridge Company	\$ 2,514,025.47	Same	4
C.A. Hull Co., Inc.	\$ 2,529,258.84	Same	5
L. W. Lamb, Inc.			
E.T. MacKenzie Company			
Davis Construction, Inc.			
Gerace Construction Company, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83877A

City of Lansing	14.44	%
State Restricted Trunkline Funds	85.56	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 48906.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Kirk T. Steudle
Director